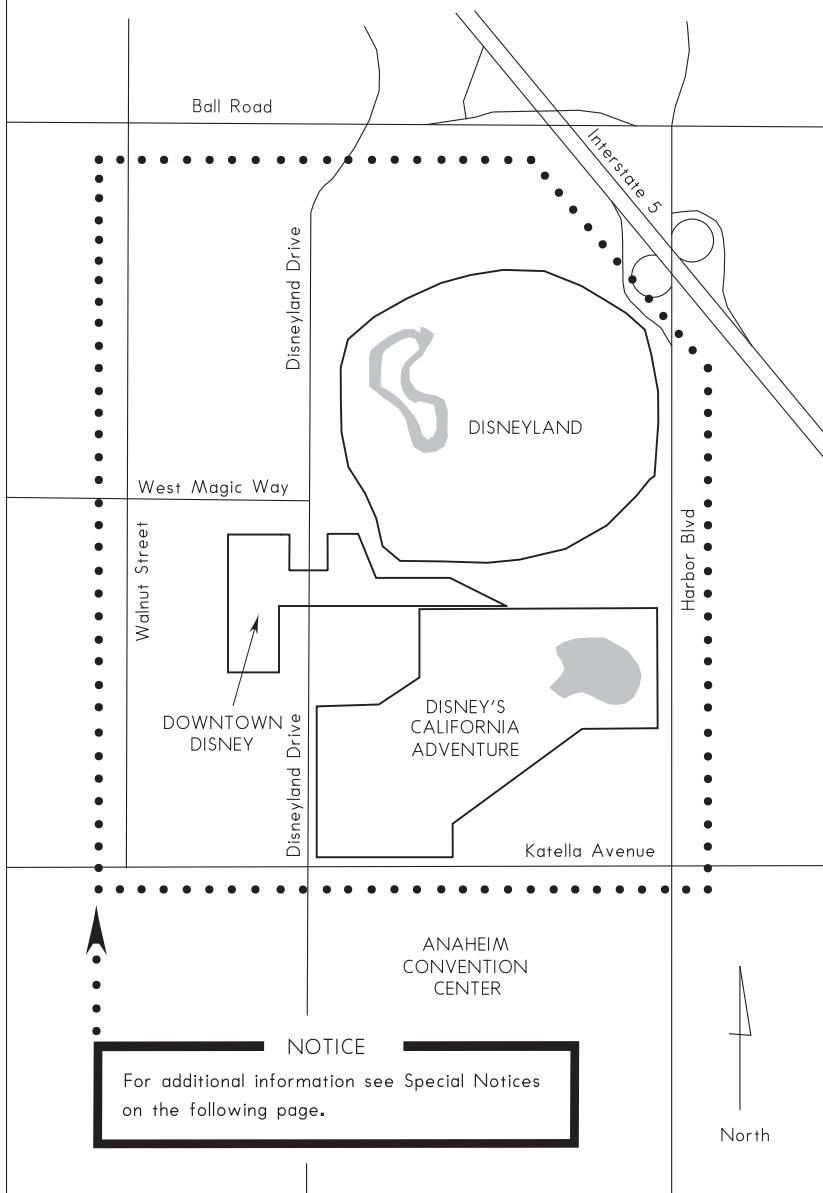


Disneyland Theme Park



DISNEYLAND THEME PARK NOTICE

Pursuant to Public Law 108-199, Section 521, aircraft flight operations are prohibited at and below 3,000 feet AGL within a 3 nautical mile radius of the Disneyland Theme Park (334805N/1175517W or the Seal Beach (SLI) VORTAC 066 degree radial at 6.8 nautical miles). This restriction does not apply to: (A) those aircraft authorized by ATC for operational or safety purposes, including aircraft arriving or departing from an airport using standard air traffic procedures; (B) Department of Defense, law enforcement, or aeromedical flight operations that are in contact with ATC; Those who meet any of the following criteria may apply for a waiver to these restrictions: (A) for operational purposes of the venue, including the transportation of equipment or officials of the governing body; (b) for safety and security purposes of the venue.

RADAR HAZARD BEALE AFB (KBAB)

Avoid flight below 6000' MSL within 1 NM of PAVE PAWS radar site located at Beale TACAN 072° radial, 4.2 DME (N39.13° W121.35°) to prevent hazard to aircraft carrying electro-explosive devices.

LIGHTS-OUT OPERATIONS Desert/Reveille MOAs, Nevada and Utah

Lights-out night vision goggle flight training operations conducted within the Desert and Reveille North/South Military Operations Areas (MOAs) at all altitudes, Monday through Friday between sunset and sunrise when the MOAs are active. Traffic advisories are available from the Nellis ATC Facility (Nellis Control) on 126.65 or 124.95.

LIGHTS-OUT OPERATIONS Lucin/Sevier/Gandy MOAs, Utah

Lights-out night vision goggle flight training operations conducted within the Lucin, Sevier, and Gandy Military Operations Areas (MOAs) at all altitudes, Monday through Friday between sunset and sunrise when the MOAs are active. Traffic advisories are available from the Clover ATC Facility (Clover Control) on 118.45 or 134.1.

NOTICE TO PILOTS AND OTHER INTERESTED PERSONNEL IN SOUTHERN ARIZONA Night Vision Goggle Lights-Out Operations Sells Low/Sells 1 MOA, Arizona

Lights-out night vision goggle training operations will be conducted within the Sells Low/Sells 1 MOAs at all altitudes from sunset to 0700Z, Monday-Friday, or as scheduled by NOTAM when the MOAs are activated for military training. Nonparticipating pilots should contact Albuquerque Center on 126.45 or 125.25 for traffic advisories and NOTAM information.



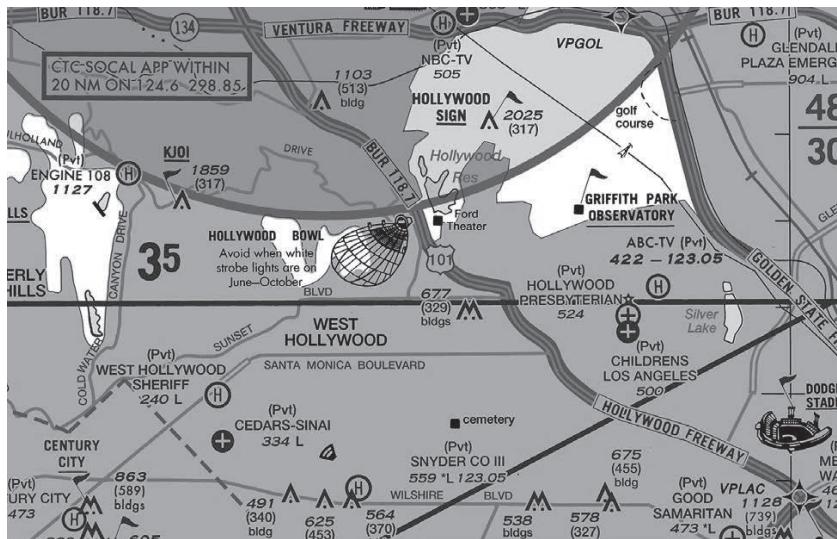
HOLLYWOOD BOWL, FORD THEATER AND GREEK THEATRE SUMMER CONCERT SEASON

Avoidance requested during events:

The Hollywood Bowl outdoor theatre has musical concerts and events scheduled throughout the summer. These events are scheduled every day through the season and commence nightly at 7 or 8 pm. A white strobe is activated atop of the concert hall to give a visual signal to aviation when a performance is taking place.

The Ford Theatre, just east of the Hollywood Bowl and the Greek Theatre $\frac{1}{4}$ mile ENE of the Griffith Park Observatory have outdoor musical concerts and events scheduled through October.

In order to maintain the ambience of the events, pilots are requested to avoid overflying the venue areas during performances.



FAA/Air Traffic Service/Western Service Center/Operations Support Group
2200 South 216TH Street/Des Moines, WA 98198/(206) 231-2236

**LOS ANGELES, CA, LOS ANGELES INTERNATIONAL AIRPORT (LAX)
NOISE ABATEMENT PROCEDURES**

Successive or simultaneous departures from Runways 24L/R and Runways 25L/R are authorized, with course divergence beginning within 2 miles from the departure end of parallel runways, due to noise abatement restrictions.

MODEL AIRCRAFT ACTIVITY—DAVIS, CALIFORNIA

Model aircraft activity conducted 1200' AGL and below, 0.5 NM radius of N38°35', W121°42' (5 NM NE EDU), Sunrise-Sunset. Caution advised.

MODEL AIRCRAFT ACTIVITY—EL TORO, CALIFORNIA

Model aircraft activity conducted 500' AGL and below, 0.5 NM radius of apch end of Rwy 25L. CLOSED MCAS El Toro, daily 1500–0400Z‡. For NOTAM information check the Federal NOTAM System (FNS) website (<https://notams.aim.faa.gov/notamSearch/>) or contact Flight Service.

MODEL AIRCRAFT ACTIVITY—WITTMANN, ARIZONA

Model aircraft activity conducted 2000' AGL and below, 1 NM radius of the Buckeye VORTAC (BXX) R-034 at 24 DME. Daily, Sunrise-Sunset.

**EXTENSIVE HELICOPTER FLIGHT TRAINING IN THE VICINITY OF
ROCKY MOUNTAIN METROPOLITAN AIRPORT (BJC), BROOMFIELD, COLORADO**

Frequent usage of Runway 11R-29L, Taxiway D, and the north end of Runway 20 by helicopter flight schools. Pilots are cautioned to listen carefully to ATC for turnoff instructions when landing on Runway 11R-29L.

U.S. AIR FORCE ACADEMY

KAFF is a military airfield. No civil/unassigned acft allowed. No services available. Use caution in area for high density student pilot training, parachute ops, glider ops and UAS. Ctc Airfield Operations 719-333-2526 with questions or requests. Check NOTAMS for most current information. CTAF 124.15 ATIS 128.525 269.375.

Office of Responsibility: U.S. Air Force 306th OSS/OSAA, Airfield Management. **Contact Information:** DSN 333-2526/2367 or Commercial 719-333-2526/2367

Effective from 10 Sep 2020 **to** 6 Sep 2022

**INTENSE HELICOPTER OPERATIONS
LOS ANGELES BASIN AREA, CALIFORNIA**

CAUTION: Intense helicopter operation below 2000' AGL. All pilots transitioning the area at or below 2000' AGL are encouraged to make regular position reports as follows:

When operating along a line parallel to and one mile North along the 91 Freeway corridor from West where the extension of that line intersects the beach just South of Manhattan Beach pier, East along the 91 Freeway to Prado Dam and all areas North of this line in the LA Basin, pilots are encouraged to make regular position reports on 123.025 when not in contact with ATC.

When operating along a line parallel to and one mile North along the 91 Freeway corridor from West where the extension of that line intersects the beach just South of Manhattan Beach pier, East along the 91 Freeway to Prado Dam and all areas South of this line in the LA Basin, pilots are encouraged to make regular position reports on 122.85 when not in contact with ATC.

**LASER LIGHT DEMONSTRATIONS
Anaheim, California**

A laser light demonstration will be conducted nightly between sundown and midnight at Disneyland, Anaheim, California (SLI VORTAC 064 radial at 7NM LAT 33°48'18"N/LON 117°55'18"W). The beam may be injurious to eyes if viewed within 1231 feet vertically and 1700 feet laterally of the light sources. Cockpit illumination--flash blindness may occur beyond these distances.

LBTO Observatory

Airspace Graham County, AZ, laser research within an area defined as Mount Graham, AZ, 324205N/1095321W or the San Simon/SSO/VORTAC 296 radial at 41 NM SFC-UNL at an angle of 30 to 88 degrees from the sfc. Avoid airborne hazard by 9 NM. Laser light beam will be terminated if aircraft enter the laser buffer zone. Laser light beam may be injurious to pilots/aircrews and passengers eyes. Albuquerque Center/ZAB/ telephone 5058564591 is the FAA Coordination Facility.

Lick Observatory

Laser research will be conducted at the Lick Observatory, Mount Hamilton, CA, 372035N/1213814W or the San Jose VOR/DME 081 degree radial at 15 nautical miles. The laser beam elevation will be a maximum of 90 degrees and a minimum of 45 degrees. This beam may be injurious to pilots/aircrews' and passengers' eyes for a distance of 5 nautical miles horizontally and unlimited vertically. Other effects such as cockpit illumination, startle/glare affect and temporary flash blindness may occur beyond these distances. Oakland Air Route Traffic Control Center is the FAA Coordination Facility.

Monument Peak, California

Laser research within an area defined as the Satellite Laser Ranging Station at Monument Peak, CA, located 325331N 1162522W. Operation is intermittent, with operations happening 24 hours a day, 7 days a week, propagating at an angle of 20 to 90 degrees. The area will be monitored and the laser beam terminated if aircraft are detected entering the affected area. This beam may be injurious to pilots/aircrews' and passengers' eyes. The Los Angeles ARTCC at 661-265-8205, is the FAA coordination facility.

Mt Wilson, California

Laser research will be conducted at Mt Wilson, CA, 341329N 1180321W or the Pomona /POM/ VORTAC 288 degree radial at 16 NM at an angle of 10 to 85 degrees, from the sfc-unl. This beam will be terminated if aircraft enter the affected area. This beam may be injurious to pilots/aircrews' and passengers' eyes. Southern California /SCT/ approach telephone number 858- 537-5894 is the FAA coordination facility.

Table Mountain, California

Laser research within an area defined as the Table Mountain Observatory at Wrightwood, CA, located 342254N 1174058W. Operation is intermittent, with operations happening 24 hours a day, 7 days a week, propagating at an angle of 20 to 80 degrees. The area will be monitored and the laser beam terminated if aircraft are detected entering the affected area. This beam is injurious to pilots/aircrews' and passengers' eyes. The Los Angeles ARTCC at 661-265-8205, is the FAA coordination facility.

CONTROLLED FIRING AREA (CFA) EAST OF YUMA, AZ

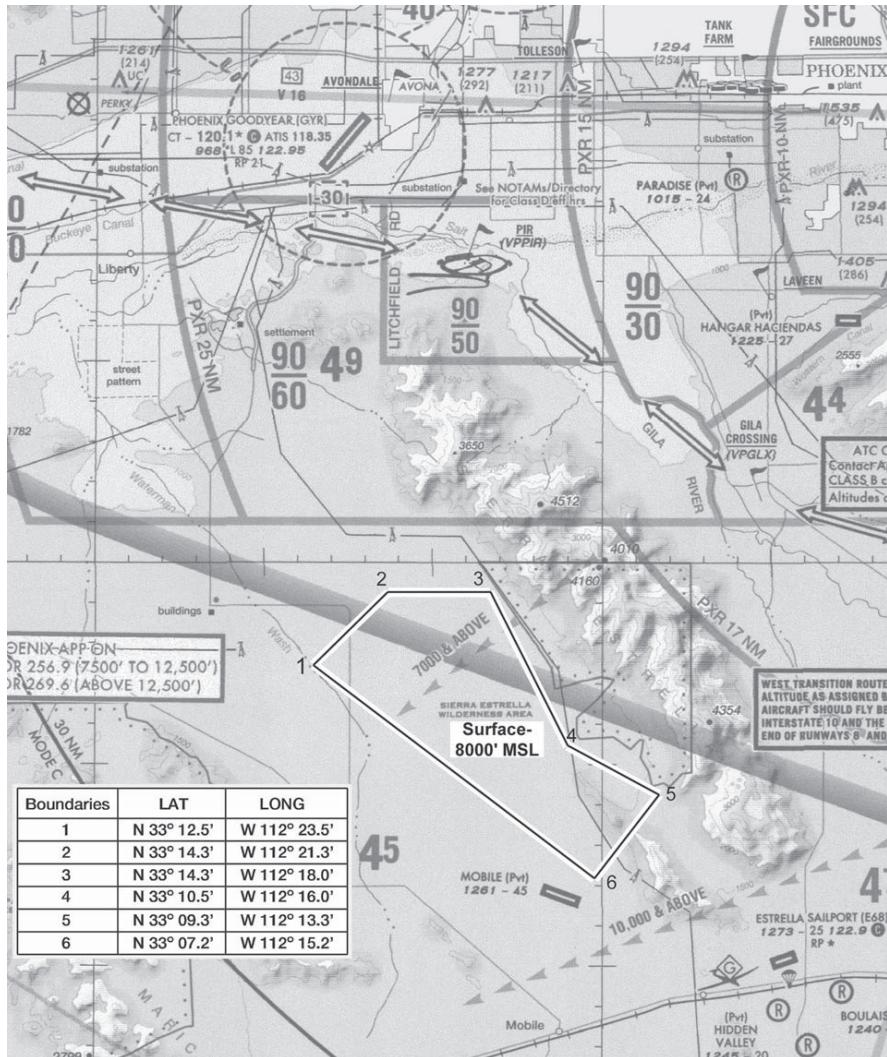
The military has established a controlled firing area (CFA) east of Yuma, AZ. The CFA is bordered by the following fixes: BZA058015 - BZA068035 - BZA072034 - BZA075030 - BZA075015 - BZA058015. Operations will be conducted at or below 3000' AGL. The hours of operation are Monday through Saturday from sunrise to sunset.

**EXTENSIVE PARACHUTE DROP ACTIVITIES
SAN DIEGO, CALIFORNIA**

Use caution when transiting the corridor south of San Diego Class B airspace and north of the international border between the coast and east to the Tecate area. A wide variety of civilian and military aircraft types (Cessna 182-C-130) use this corridor to make high rates of ascent and descent from the surface to 15000 MSL. Note the San Diego, Trident, and Otay Reservoir jumping areas located in this corridor and to the northeast of Brown Field Municipal Airport. Use VHF 121.95 to monitor parachute drop activities.

AEROBATIC OPERATIONS SOUTHEAST OF PHOENIX GOODYEAR AIRPORT, GOODYEAR, ARIZONA

The aerobatic training area center point is located on the Stanfield VOR 300° radial at 26.5 DME. The area exists approximately 2 nautical miles on each side of the TFD VOR 300° radial from 22 to 31 DME, surface to 8000' MSL. Pilots should use caution in this area. Frequency 128.92 is provided for air-to-air communications with pilots using or transiting the area. For information regarding hours of operation, contact 623-932-1650.



**Restricted Area R-2305
Gila Bend, Arizona
Transit Information**

A transit route extends from Gila Bend to the Eric Marcus Airport over Arizona Highway 85 at 500 feet above ground level (AGL). VFR rules govern civilian flight through the Goldwater Air Force Range. Airevac flights will be given priority over all other air traffic other than inflight emergencies. The Airevac call sign will be used only when the aircraft is on an actual air evacuation mission. Department of Public Safety (DPS) "Ranger" call signs must indicate they are on an Airevac mission to receive priority. Military aircraft will have priority over all remaining aircraft. Aircraft requesting to transition this airspace may encounter delays.

General aviation aircraft must coordinate their route of flight, departure, and return times with Range Operations prior to departure. Phone (623) 856-8818/8819. Once airborne, aircraft from the north contact Gila Bend AFAF Tower (primary) on 257.65/127.75 (UHF/VHF) or Range Operations (secondary) on 264.125/122.775. Aircraft from the south contact Range Operations 264.125/122.775. Aircraft must hold outside restricted airspace until clearance is granted to transit the area. After receiving clearance into the Restricted Airspace, pilots shall monitor Range Operations frequency.

The preferred VFR procedure will be to fly over Highway 85 at 500 feet AGL, monitoring Range Ops on VHF 122.775. At night aircraft will fly over Highway 85 at or below 1000 feet AGL. Military aircraft on manned ranges will be instructed to remain clear of Highway 85 or to transit the highway 500 feet above altitude of transiting aircraft.

Caution: Due to repeater transmissions and mountainous terrain, flights north of the Sauceda Mountains (Black Gap) will normally only be able to contact Gila Bend Tower. Flights south of the mountains should contact Range Operations. Military aircraft on the Range may be operating lights out.

The normal hours of the Goldwater Air Force Range are from 0630–2400 local Monday through Saturday. When the range is inactive, Gila Bend AFAF Tower and Range Operations are closed. When the range is active, Gila Bend AFAF Tower and Range Operations may be closed, and the transit route unavailable, Contact Albuquerque ARTCC on 126.45 or 125.25 to determine transit availability or request flight following.

CITY OF IRVINE GREAT PARK TETHERED BALLOON**IRVINE, CALIFORNIA****(Until Further Notice)**

Tethered balloon 769' MSL daily (1700–0600Z‡), Located on the El Toro VOR/DME 237 radial at 1 mile (ELB237001). Questions/Inquiries contact AJV-W23 ATC

**UNAUTHORIZED TRANSMISSION
ARIZONA, CALIFORNIA, AND NEVADA AREA
(Until Further Notice)**

Attention all aircraft: Be alert to the possibility of UNAUTHORIZED AIR TRAFFIC CLEARANCES issued on ATC frequencies in the Arizona, California, and Nevada areas. If you received a transmission that is questionable verify with AIR TRAFFIC CONTROL.

AEROBATIC OPERATIONS IN ARIZONA

The following practice and competitive aerobatic areas are in use without notice SR-SS daily.

5 NMR DMA	17,500 and below
2 NMR INW195055/PAN	9,600 and below
1 NM N-S and 7 NM E-W of the PXR017022	6,500 and below
PXR019020	7,500 and below
PXR128013	5,500 and below
1 Square mile of the PXR194023	5,000 and below
1 NMR PXR129018	5,000 and below
1 NMR PXR316026.2	6,600 and below
3 NMR PXR 323024	6,000 and below
2 NM N-S and 4 NM E-W PXR325027	8,000 and below
1 NM Square TFD 3000 18/E60	6,300 and below
1 NMR TFD065025/PØ8	5,500 and below
1 NMR TFD143021	3,000 and below
4 NMR TFD010020	4,800 and below
1NMR TFD107036	5,000 and below
PØ8-COOLIDGE	10,000 and below
12 NW of DVT	6,500 and below
5 NMR DRK215013	11,500 and below

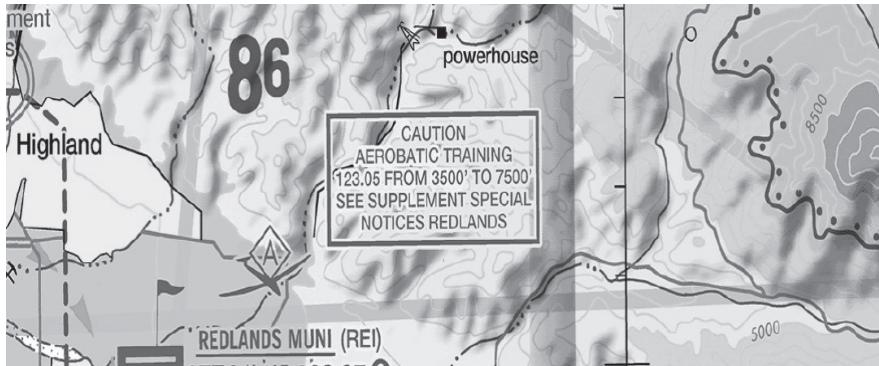
AEROBATIC OPERATIONS NORTHWEST OF TUCSON, AZ.

Practice and competitive aerobatic maneuvers are regularly scheduled on the Tucson VORTAC 295 radial at 25 miles and Tucson VORTAC 308 radial at 22 miles, sunrise to sunset, up to 5,000 MSL.

AEROBATIC OPERATIONS NORTHEAST OF REDLANDS, CA

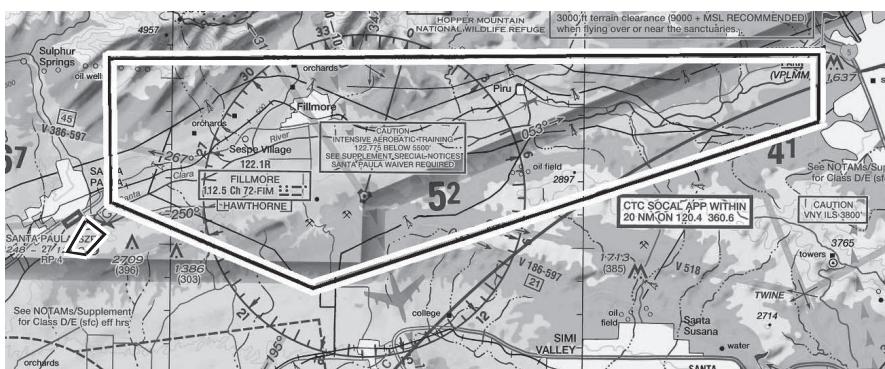
Practice and competitive aerobatic maneuvers are regularly scheduled in the vicinity of the POM VORTAC 072 radial at 34 nautical miles from 3,500' MSL up to and including 7,500' MSL. The practice area is for waiver holders only. Pilots should use caution in this area. Frequency 123.05 is provided for air-to-air communications with other pilots using or transiting the area.

Aerobic Area: 1NMR of 34.10°N 117.11°W Riverside FSDO (951) 276-6701 Effective thru 6-1-2024



AEROBATIC OPERATIONS NORTHEAST OF SANTA PAULA, CA

Practice and competitive aerobatic maneuvers are regularly scheduled in the vicinity of FIM VORTAC, SR-SS, 1,500' AGL to 5,500' MSL. The main Aerobic Area is defined by FIM 220/004, to FIM 260/008, to FIM 285/009, to FIM 360/005, to FIM 055/014, to FIM 070/013. The practice area is for waiver holders only. A second Aerobic Area is defined as FIM 253/008.3 to FIM 245/007.8 to FIM 242/008.9 to FIM 246/009.6 to point of origin 1,500' AGL to 3,500' AGL, SR-SS. Pilots should use caution in these areas. Frequency 122.775 is provided for air-to-air communications with other pilots using or transiting these areas.



AEROBATIC OPERATIONS IN NORTHERN CALIFORNIA

Upon NOTAM issuance, practice and competitive aerobatic maneuvers are scheduled regularly during daylight hours in the vicinity of the King City, Mesa Del Rey Airport (KIC) and/or the Metz Private Airport (3CA7). Operations are authorized for waiver holders only. Pilots are advised to avoid these aerobatic areas entirely along with checking the Federal NOTAM System (FNS) website (<https://notams.aim.faa.gov/notamSearch/>) or contacting Flight Service.

AEROBATIC OPERATIONS IN COLORADO

Practice and competitive aerobatic maneuvers are regularly conducted during daylight hours at the following locations:

- a. 2 NM radius GLL 180/009, 10000 MSL and below.
 - b. 1 NM radius Sterling Muni (STK), 4000 AGL and below.
 - c. 1 kilometer square, 800 to 3000 AGL 3 statute miles east of RWY 17–35, Kelly Airpark (CO15).
 - d. 1 statute mile square, surface to 4000 AGL. Center of the area is located 2850 feet east of RWY 18–36. Western boundary is 1000 feet from RWY 18–36 and northern boundary is 100 feet from RWY 08–26, Lamar Airport (LAA). The (LAA) ASOS will broadcast aerobatic area information when this area is active.
 - e. FMM Airport from surface to 6000' AGL rectangle 1.25 km (north-south) x 4.5 km (east-west) centered over the airport at 40° 20' 09"N x 103° 48' 06" W.
 - f. 1 NM radius GLL 315/006, 10000 MSL and below. Mon-Sat 1500–2359, Sun 1600–2359.
 - g. 1 NM radius 10000 MSL and below. 6.2 statute miles northwest of Vance Brand (LMO) Mon-Sat 1500–2359, Sun 1600–2359.
-

**AEROBATIC PRACTICE AREA
JEAN AIRPORT, JEAN, NEVADA**

Aerobic flight activity will be conducted within a 3300' square box, located 2 miles west of Jean Airport (Specific area of operation is $\frac{1}{2}$ mile radius from a point described by the LAS 190/20). Flights will occur from SFC to 6500 MSL, between 1 hour after sunrise to 1 hour before sunset daily. Pilots should use caution when operating within this area. To obtain a copy of the Certificate of Waiver outlining appropriate procedures for utilization of the practice area, ctc Henderson Executive Airport at (702) 261-4800.

**EXTENSIVE FLIGHT TRAINING IN VICINITY OF
ERNEST A. LOVE FIELD, PRESCOTT, ARIZONA**

Extensive flight training activity in areas 5 to 38 miles from the Prescott Airport 14,000 MSL and below. These areas are in use from sunrise to sunset daily. Participating traffic reports on 123.5.

**EXTENSIVE FLIGHT TRAINING IN VICINITY OF
ANGWIN-PARRETT FIELD (203), ANGWIN, CALIFORNIA**

Extensive flight training activity within a 10 NM radius of STS056024 (MAUCH INT), 4,500 MSL and below. This area is in use from 1400–0300 UTC daily. Participating traffic reports on 123.0.

**EXTENSIVE FLIGHT TRAINING IN VICINITY OF
THE GREATER PHOENIX BASIN**

When planning for flight in the Phoenix area, please be aware of the extensive flight training activity in the area enclosed by a perimeter line from: Marana Regional Airport (KAVQ) to Gila Bend Municipal (E63) to the Wickenburg (E25) to Lake Pleasant (4AZ5) to Sky Ranch at CareFree (AZ18) to VPREN (11 mi east of KIWA) back to KAVQ.

Within this training area are the following special practices:

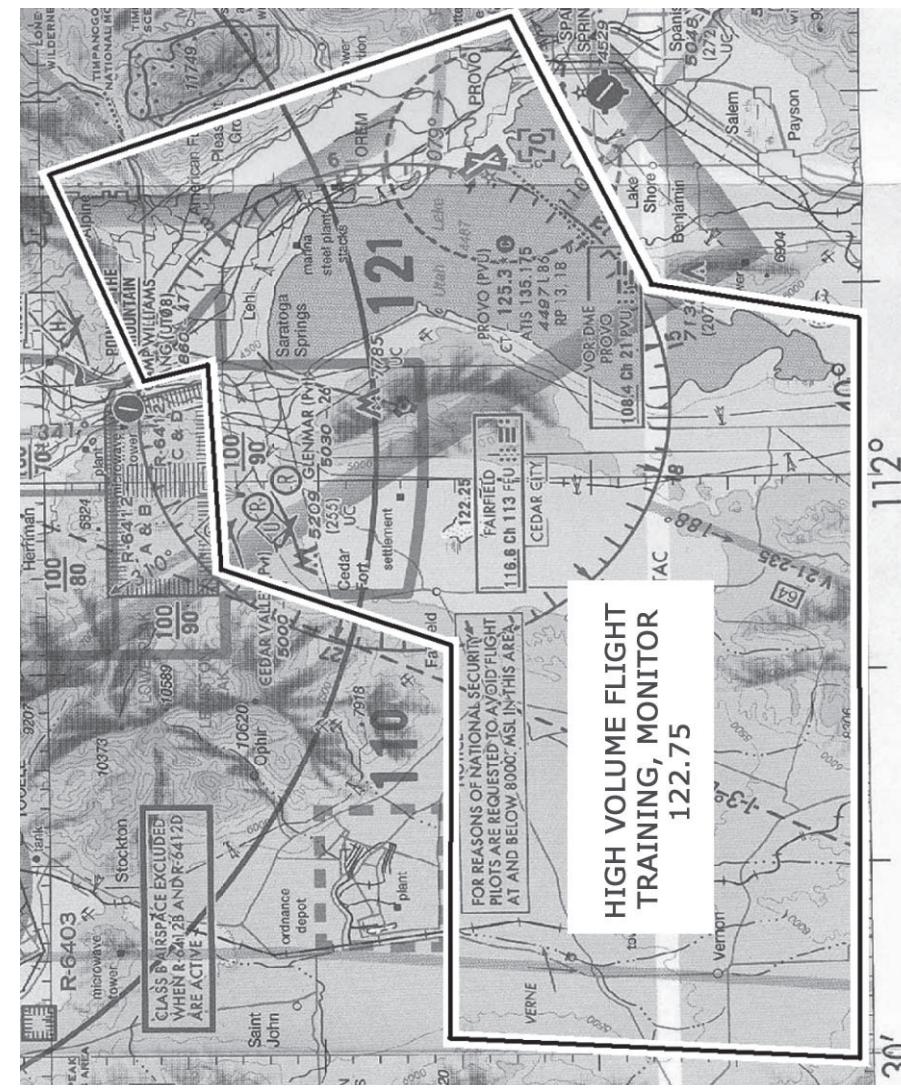
1. Parachuting in the vicinity of: Marana (KAVQ), Pinal (KMZJ), Eloy (E60), Coolidge (P08), and Estrella Sailport (E68)
2. Instrument procedures at Lufthansa private airport – Mobile (1AZ0)
3. Instrument procedures at Luke AUX-1 in the Northwest Practice Area
4. IFR holding and approaches in a stack over Stanfield VOR (TFD) between 3500 to 6500 feet msl (Stanfield Traffic 122.7)
5. IFR holding at BANYO between the Northwest and Northeast Practice areas.
6. Heavy inbound/outbound transition traffic from the Federal prison (FCI Phoenix-33°49'58.12"N/112°09'54.72"W) southward to the Canal crossing I-17 to KDVT, between 2500 and 4000 MSL.

This training area is further subdivided (see maps at www.AFTW.ORG) into five practice areas:

NorthWest – 122.75; NorthEast – 122.75; SouthEast – 122.85; SouthWest – 122.85; Rainbow Valley (128.925). When transiting this area, it would be well advised to use flight following; monitor these frequencies; and also, monitor traffic (ADS-B, TIS, TAS, TACS, PCAS, etc.).

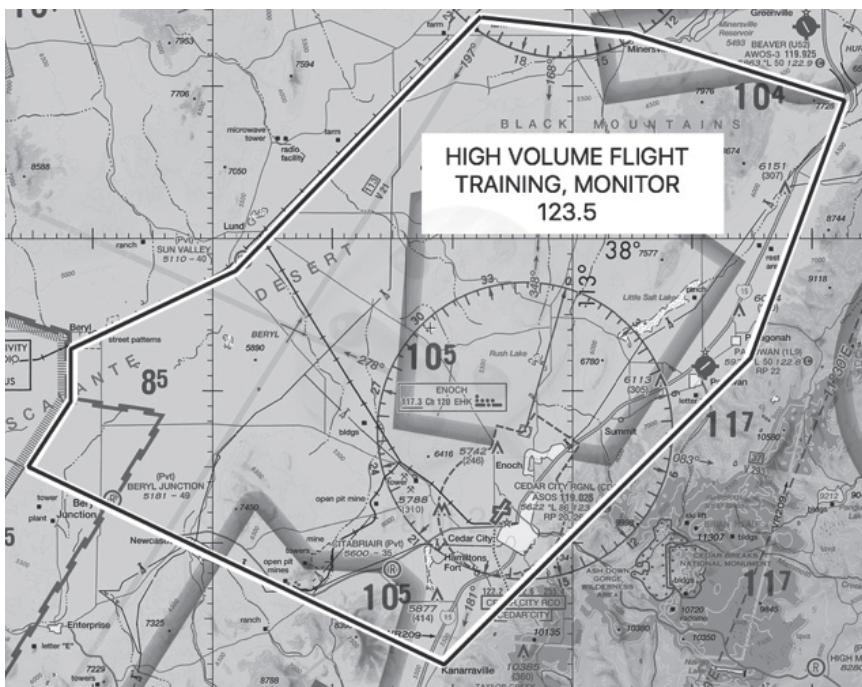
EXTENSIVE FLIGHT TRAINING IN VICINITY OF PROVO MUNICIPAL AIRPORT

Extensive flight training activity in areas from 5 to 30 miles Southwest to Northeast of Provo Municipal Airport from the PVU 190R clockwise to PVU 020R at 9000 MSL and below. Outside of Provo Class D airspace, Monitor 122.75, Utah Valley Traffic.



EXTENSIVE FLIGHT TRAINING IN VICINITY OF CEDAR CITY REGIONAL AIRPORT

Extensive rotor wing and fixed wing flight training activity in areas from 5 to 30 miles Southwest to Northeast of Cedar City Regional Airport from the EHK 181R clockwise to EHK 030R at 12000 MSL and below. Monitor 123.5, T-Bird Traffic.



ROCKET FIRING SOUTHEAST OF RENO, NEVADA

Rocket firing occurs approximately on the Mustang VORTAC 107 radial at 7 miles, normally seven days a week, sunrise to sunset, up to but not including 1,000 ft above ground level.

GLIDER OPERATIONS NORTHWEST OF TUCSON, ARIZONA

There is regularly scheduled glider/soaring activity conducted from El Tiro Airport, which is located approximately on the Tucson VORTAC (116.0 MHz) 297° radial at 31 nautical miles; this is south of Pinal (Marana) Airpark and bordered by V16, V66, and V105. Activity at El Tiro is normally scheduled for Saturday, Sunday, and Wednesday, with much of the soaring conducted near the intersection of V66 and V105 at altitudes up to, but not including flight level 180.

EXTENSIVE PARAGLIDING AND HANG GLIDING OPERATIONS BETWEEN SLC AND PVU AIRPORTS IN UTAH

CAUTION: Extensive paragliding and hang gliding operations in the vicinity of Point of the Mountain, East of I-15. All aircraft transitioning the area should be vigilant for solo and groups of paragliders and hang gliders.

CAUTION-TETHERED AEROSTAT RADAR SYSTEM (TARS)

A TARS (a large helium-filled balloon) operates continuously up to 15,000 feet, except during inclement weather or when the system is down for maintenance, in R-2312 near Fort Huachuca, Arizona. The tether is unmarked and is virtually impossible to see from only a few hundred feet. See the Phoenix Sectional Chart for location.

YOSEMITE NATIONAL PARK

Public law prohibits flight of VFR helicopters or fixed-wing acft below 2000 feet above the surface of Yosemite National Park. "Surface" refers to the highest terrain within the park within 2000 feet laterally of the route of flight or, within the Yosemite Valley, the uppermost rim of the valley.

**CALIFORNIA CONDORS
Central California Coast Ranges**

California Condors, the largest land birds in North America, are currently being reintroduced to the Central California Coast by the Ventana Wildlife Society (a local non-government organization) in Pinnacles National Park. There are two release sites; one below Anderson Peak near Big Sur (BSR VOR radial 150, 2 NM, the other, in the Pinnacles National Park (SNS VOR radial 099, 24 NM)

Weighing 15–25 pounds with a wingspan of 9.5 feet, this endangered species presents a formidable inflight hazard. Condors are capable of soaring at an altitude of 15,000 feet, although they are more often found between 0 and 3,000 feet AGL. Condors have been known to fly up to 190 miles in a single day and could therefore be found over a very large area. A high-use condor flight area occurs over Pinnacles National Park and the nearby Ventana Wilderness. The park and Ventana are requesting a clearance of 3,000 feet AGL over both the Park and the Wilderness, as indicated, where these condors are consistently soaring.

Park and recovery program personnel thank the aviation community for adhering to this clearance, thus contributing to the conservation of this endangered species and the safety of all pilots. Please also be alert for the presence of these highly endangered species throughout the Coastal Range from Mt Hamilton near San Jose, south to the Simi Valley, near Fillmore VOR (FIM), as well as the foothills along the west side of the San Joaquin Valley. For additional information contact the Ventana Wildlife Society at 831-455-9541 or Pinnacles National Park at (831) 389-4486 x255.

**CALIFORNIA CONDORS
Grand Canyon National Park**

The adult California Condors in Grand Canyon National Park weigh approximately 20 pounds and have a wingspan of 9.5 feet. This endangered species could present a significant in-flight hazard. Condors are capable of soaring to an altitude of 15,000 feet but are more common between 2,000 and 10,000 feet MSL. High and moderate use condor flight areas in Grand Canyon National Park have been identified using GPS tracking devices. The high use area is roughly centered between Plateau Point and Dana Butte and has a radius of approximately 4 miles. The current designated air tour routes do not traverse the high use area. However, the Dragon Corridor crosses a 7 mile wide moderate condor use zone directly above the canyon. Pilots should practice see-and-avoid strategies at all times. This notice does not alter the Special Flight Rules Area (SFRA-50-2) rules in any way.

**SPECIAL NORTH ATLANTIC, CARIBBEAN AND
PACIFIC AREA COMMUNICATIONS**

VHF air-to-air frequencies enable aircraft engaged in flights over remote and oceanic areas out of range of VHF ground stations to exchange necessary operational information and to facilitate the resolution of operational problems.

Frequencies have been designated as follows:

North Atlantic area:	123.45 MHz
Caribbean area:	123.45 MHz
Pacific area:	123.45 MHz

MILITARY TRAINING ROUTES

The DOD Flight Information Publication AP/1B provides textual and graphic descriptions and operating instructions for all military training routes (IR, VR, SR) and refueling tracks/anchors. Complete and more comprehensive information relative to policy and procedures for IRs and VRs is published in FAA Handbook 7610.4 (Special Military Operations) which is agreed to by the DOD and therefore directive for all military flight operations. The AP/1B is the official source of route data for military users.

CIVIL USE OF MILITARY FIELDS

U.S. Army, Air Force, Navy and Coast Guard Fields are open to civil fliers only in emergency or with prior permission.

Army installations, prior permission is required from the Commanding Officer of the installation.

For Air Force installations, prior permission should be requested at least 30 days prior to first intended landing from either Headquarters USAF (PRPOC) or the Commander of the installation concerned (who has authority to approve landing rights for certain categories of civil aircraft). For use of more than one Air Force installation, requests should be forwarded direct to Hq USAF (PRPOC), Washington, D.C. 20330. Use of USAF installations must be specifically justified.

For Navy and Marine Corps installations, prior permission should be requested at least 30 days prior to first intended landing. An Aviation Facility License must be approved and executed by the Navy prior to any landing by civil aircraft.

Forms and further information may be obtained from the nearest U.S. Navy or Marine Corps aviation activity.

For Coast Guard fields prior permission should be requested from the Commandant, U.S. Coast Guard via the Commanding Officer of the field.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

AIRCRAFT LANDING RESTRICTIONS

Landing of aircraft at locations other than public use airports may be a violation of Federal or local law. All land and water areas are owned or controlled by private individuals or organizations, states, cities, local governments, or U.S. Government agencies. Except in emergency, prior permission should be obtained before landing at any location that is not a designated public use airport or seaplane base.

Landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, U.S. Forest Service, and on many areas controlled by the U.S. Army Corps of Engineers, unless prior authorization is obtained from the respective agency.

**NATURAL GAS FLARE
CARLSBAD/CAVERN CITY, NEW MEXICO**

A natural gas flare is located at approximately N32°27'50.5"W104°34'24.2 (CNM 300/021), SFC to 4200 feet MSL. Pilots should use caution when operating in this area.

LOS ANGELES INTERNATIONAL AIRPORT NOISE ABATEMENT PROCEDURES

This section sets forth the Los Angeles World Airports' (LAWA's) informal noise abatement procedures. All aircraft operators shall comply with Federal Aviation Administration (FAA) regulations and procedures for noise abatement and noise emission standards and with all rules, policies, procedures, resolutions and ordinances established by the City of Los Angeles, LAWA's Board of Airport Commissioners relative to noise abatement.

It is not intended that any of the traffic or flight procedures contained herein shall, in any manner, abrogate the authority and responsibility of the pilot in command to ensure the safe operation of their respective aircraft. Nor do these procedures supersede Air Traffic Control (ATC) instruction.

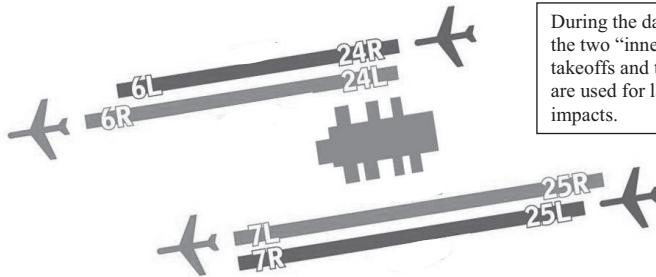
No Turns Before the Shoreline: Early Turn Notification Program

To minimize noise in residential communities along the north and south airport boundaries, pilots of all aircraft departing toward the west (over the ocean) shall fly straight until past the shoreline before beginning any turns, unless specifically instructed otherwise by FAA ATC. Pilots should be advised that FAA ATC personnel may issue the departure clearance, "At the shoreline, turn left heading 210" for runway 25R/L departures; for runway 24R/L the clearance may be, "At the shoreline, turn right heading 271".

Noise Management staff regularly monitors all early turns to the north and south, and uses ATC recordings to verify whether FAA ATC instructed the early turn. With regards to pilot initiated early turns based on our investigation findings, airlines and general aviation operators are asked to investigate the incident and to respond to LAWA with an explanation of why the incident occurred and what the airline or general aviation operator have done or will do to correct the problem for future departures.

Preferential Runway Use Procedure

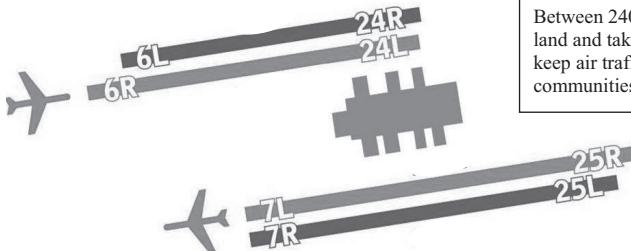
During the daytime and evening hours between 0700L to 2200L, LAX prefers that the outer runways 24R and 25L are reserved for arrivals, and that the inner runways 24L and 25R are used for departures, which are usually louder than arrivals. During the noise-sensitive hours between 2200L to 0700L, FAA ATC maximizes the use of the inner runways and taxiways for all operations to lessen community noise impacts.



During the daytime and evening hours, the two "inner" runways are used for takeoffs and the two "outer" runways are used for landings to reduce noise impacts.

Over-Ocean Operation Procedure

During the noise-sensitive early morning hours between 2400L to 0630L, all aircraft operating at LAX shall approach and depart over the ocean, unless FAA ATC determines that weather or navigational equipment conditions are unsafe for such operations. LAX prefers arriving aircraft utilize the inner 06R runway and departing aircraft utilize the outer 25R runway.



Between 2400L to 0630L, all aircraft land and takeoff over the ocean to keep air traffic away from communities directly east of LAX.

Maintenance/Run-up Restrictions Between 2300L and 0600L

- a. Operators unable to perform run-ups on approved leasehold run-up pads, must obtain approval and instructions from LAX Airport Operations (310) 646-4265, prior to conducting such activity on any non-leased areas of the Airport.
- b. The run-up of mounted aircraft engines for maintenance or test purposes on both leased and non-leased areas is prohibited between the hours of 2300-0600 unless waived on a case by case basis by the Executive Director or his/her designee, as provided below:
 - i. The engine(s) will be run in a sound suppression unit that will reduce the sound level at the Airport perimeter to 8dB in A-weighted sound level or less above the ambient background level in surrounding residential areas at the time the run-up is conducted.
 - ii. A single engine will not be operated to exceed idle power at each leasehold area. If more than one engine is to be checked, each engine must be checked separately.
 - iii. Auxiliary power units are only operated for maintenance and preflight checks.
- c. Idle engine checks, run-ups and auxiliary power units are to be operated at minimum time required to accomplish the necessary maintenance or preflight check.
- d. Maintenance or test running of jet engines not mounted on an aircraft is prohibited unless performed in a test cell of adequate design. Said cell shall meet noise level criteria at a measurement distance of 250 feet from the center thereof, as follows:

<u>Octave Band</u>	<u>Sound Pressure Level</u>
Mid-Band Frequency, Hz	dB re: 20 uPa
31.5	86
63	82
125	77
250	73
500	71
1000	69
2000	67
4000	65
8000	59

Airport Operations staff regularly inspects the airfield area and tenant facilities. If they observe any unauthorized run-up activity during night time hours as noted above, they will halt the operation as necessary.

Helicopter Operating Procedures

This section is for helicopter operators with a valid Operating Agreement with LAWA, including a signed Letter of Agreement.

- a. All operators conducting helicopter operations at LAX shall carry a current LAX area Helicopter Route Chart and shall comply with ATC requirements and procedures pertaining to helicopter routes and altitudes within the Los Angeles Class B airspace, and with the procedures set forth herein.
- b. Helicopter operators arriving or departing the airport shall utilize the flight routes designated by the FAA for Visual Flight Rules (VFR) and Special Visual Flight Rules (SVFR) operations.
- c. During SVFR operations, helicopter operators are requested to utilize the southerly industrial route when arriving or departing the airport unless specifically instructed otherwise by ATC.
- d. In addition to using FAA designated flight routes, helicopters maintain an altitude of 2,000 feet, weather, traffic and safety permitting.
- e. Helicopter operators shall use noise abatement approach and departure flight techniques.
- f. Helicopter operators shall avoid nighttime (2200 to 0700) operations except in extreme emergency cases.
- g. All helicopter training operations are prohibited, such as: touch-and-go, stop-and-go, and low approach, except for FAA certification flights.
- h. Helicopter operators shall provide an identification symbol as prescribed by LAWA that is readily visible from the ground on each of the rotorcraft used in regularly scheduled LAX service.
- i. Prior to issuance of a helicopter operating agreement, operators are required to develop, implement, and file with the Board of Airports Commissioners a "Fly Neighborly Program" that emphasizes noise abatement and community compatibility through actions in at least the following areas:
 - i. Pilot Awareness
 - ii. Pilot Training and Flight Operations Planning

- iii. Noise Abatement Techniques
 - iv. Sensitivity to Community Concerns
 - v. Public Information/Helicopter Identification
 - vi. VFR/SVFR Approach and Departure Routes
 - vii. Hours of Operations
- j. Fly Neighborly Programs shall be kept current and shall be re-filed with the Board of Airport Commissioners whenever revised.
- k. All helicopter-operating agreements shall be issued for a period not longer than five years and shall be reviewed on an annual basis by the Executive Director. The Executive Director shall submit a compliance report to the Board of Airport Commissioners.

Imperial Terminal Procedures

- a. All turboprop powered aircraft over 65,000 pounds maximum gross landing weight or turbojet powered aircraft (regardless of weight) arriving at the Imperial Terminal will taxi to a position on Taxiway A adjacent to the terminal ramp. At this point, engines will be shut down and the aircraft towed into its assigned parking position.
- b. All turboprop powered aircraft over 65,000 pounds maximum gross landing weight or turbojet powered aircraft (regardless of weight) departing the Imperial Terminal will be towed to a position on Taxiway "A" adjacent to the terminal ramp and positioned facing east or west on Taxiway A prior to starting engines.
- c. Jet engine runs and run-ups, and turbine-based ground power units are prohibited on the ramp and auxiliary power units may only be operated.

If you have any questions regarding these noise abatement procedures, please contact LAX Noise Management at 424-646-6500 or see the LAX Rules and Regulations located here: [LAX's Aircraft Noise Abatement Operating Procedures and Restrictions](#).

**SAN DIEGO INTERNATIONAL AIRPORT (SAN)
AIRCRAFT NOISE PROHIBITIONS/RESTRICTIONS**

No departures or engine run-ups above idle power 0730–1430Z‡. FAR Part 36 Stage 2 departures prohibited 0600–1500Z‡. Per current FAA standards all helicopters are Stage 2. Valid emergency operations or mercy flights exempt from noise abatement restrictions. Operator must provide written report to SAN noise abatement office. Noise monitoring in effect continuously. All operations of aircraft which exceed 104 Effective Perceived Noise Decibels at the takeoff reference point per FAA AC 36 Series documentation are prohibited. Noise sensitive areas all quadrants; recommend pilots use best noise abatement procedures. Pilots are requested to minimize use of reverse thrust consistent with safe operations of aircraft to minimize noise impact on surrounding community. For additional noise level restrictions and information call 619–400–2660 (M–F – 0800L–1700L) and 619–400–2710 all other times.

**SPECIAL PROCEDURES
SAN FRANCISCO INTERNATIONAL AIRPORT
NOISE ABATEMENT PROCEDURES**

Fly Quiet Program:

The Fly Quiet Program was developed to help pilots understand the rules and regulations for noise abatement at SFO and to show the public how well airline's participate in the noise abatement programs. The purpose of the Program is to encourage individual airlines to operate as quietly as possible at SFO. The Program promotes a participatory approach in complying with noise abatement procedures by grading airlines' performance and presenting these scores to the public via a published report. The Program consists of five grading elements:

- 1) The overall noise quality of each airline's fleet operating at SFO.
- 2) A measure of how well each airline complies with the nighttime Preferential Runway Use Program.
- 3) Assessment of how well each airline adheres to the Gap departure profile.
- 4) Assessment of how well each airline adheres to the Shoreline departure profile.
- 5) Evaluation of single overflight noise level exceedances.

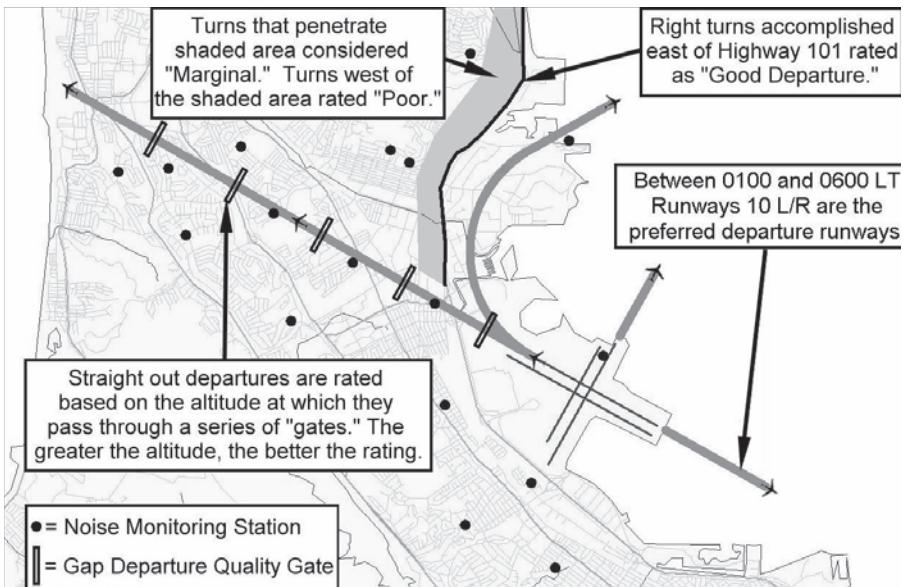
Flight Crews: By operating your aircraft as quietly as possible, you can directly influence your airline's Fly Quiet Program score. Here are some guidelines for maintaining a high score in the Fly Quiet Program:

(a) **Preferential Runway Use Program**—Between 0100 and 0600 (LT) the preferred departure runways for noise abatement are Runways 10 L/R. Pilots of heavy aircraft can significantly improve their airline's Fly Quiet Program scores by departing on Runways 10 L/R (weather permitting).

(b) **Shoreline Departure Turn Quality**—The radius of the initial turn after departure off Runways 28 L/R is a grading element of the Fly Quiet Program. Runway 28 L/R departures making excessively wide right turns overfly residential neighborhoods. By completing the initial right turn prior to crossing Highway 101, aircraft remain over industrial and commercial areas. **This applies to all Instrument Departure Procedures (IDPs) requiring right turns after departing Runways 28 L/R.**

(c) **Gap Departure Climb Quality**—Aircraft making straight out departures off Runways 28 L/R overfly heavily populated areas immediately west of the airport. Since "higher is quieter," the Airport monitors aircraft altitudes along the departure route. Scores are assigned at specific points, or gates, set approximately one mile apart, with higher scores given to those aircraft that reach higher altitudes at the gates. **It is preferred that aircraft making straight-out departures from Runways 28 L/R climb as rapidly as possible.**

(d) **Noise Exceedance Rating**—Maximum noise level limits are established for selected noise monitor stations surrounding SFO. Pilots can improve their airline's exceedance rating by utilizing the Preferential Runway Use Program and complying precisely with the Gap and Shoreline Departure Procedures.



**SPECIAL PROCEDURES
SAN FRANCISCO INTERNATIONAL AIRPORT
NOISE ABATEMENT PROCEDURES
PREFERENTIAL RUNWAYS**

The SFO Nighttime Preferential Runway Use Program is a voluntary Program that was developed in 1988. SFO operates on two sets of parallel runways for both arrivals and departures, based on this runway configuration, there are three preferred nighttime preferential runway procedures:

- 1) The primary goal of the Program is to use Runways 10 L/R for take-off because they offer departure routing over the bay which will reduce the noise impacts over the communities surrounding SFO.
- 2) When departures from Runways 10 L/R are not possible, the second preference would be to depart Runways 28 L/R on the Shoreline or Quiet Departure Procedures. Both of these Procedures incorporate an immediate right turn after departure to avoid residential communities northwest of SFO.
- 3) The third preference is to depart on Runways 01 L/R. While this procedure directs aircraft over the bay, jet blast from these departures affects communities south of SFO.

The least desirable departure procedure at SFO is a straight-out departure on Runways 28 L/R these departures overly densely populated communities immediately west of SFO and are discouraged at all hours.

The Airport Director has established a Nighttime Noise Clearance Center operated during 2200–0700 by a duty officer whose responsibilities include monitoring compliance with SFO's Preferential Runway Use Program and responding to requests for exemptions to the noise regulations.

ENGINE RUN-UP RESTRICTIONS

Run-ups of mounted aircraft engines for maintenance or test purposes is prohibited between the hours of 2200–0700 daily except as provided below:

- 1) An idle check of a single engine is allowed under the following conditions:
 - (a) An idle check of a single engine not to exceed a 5-minute duration may be conducted in the lease hold area. If more than one engine is to be checked, each engine must be checked separately and the cumulative duration of the idle checks cannot exceed 5-minutes.
 - (b) An idle check of a single engine or multiple engines (checked separately) which will exceed a duration of five minutes will be accomplished in the designated run-up areas. For purposes of noise abatement monitoring, this will be considered a power run-up.

During the hours of 2200–0700, the Operations Supervisor shall be called and permission received prior to any engine idle check or engine idle run-up, including any idle run for more than a cumulative duration of 5-minutes.

During other hours, the Operations Supervisor shall be called and permission received prior to any engine run-up. Any request for an engine run-up during the hours 2200–0700, other than that described above, which is the result of unusual or emergency circumstances, may be approved by the Nighttime Noise Clearance Center.

When approved and accomplished, the Maintenance Supervisor of the airline concerned must provide to the Airport Director a monthly report detailing the following:

- (a) Date and time of the run-up
- (b) Type of aircraft
- (c) Aircraft identification number
- (d) Location of the run-up
- (e) Duration of the run-up
- (f) An explanation of the unusual or emergency circumstances making the run-up necessary

Reports will be submitted to the Airport Director, Attn: Airport Operations within three working days after the last day of each calendar month.

**SPECIAL PROCEDURES
SAN FRANCISCO INTERNATIONAL AIRPORT
NOISE ABATEMENT PROCEDURES**

APU OPERATING RESTRICTIONS

Operators are encouraged to use ground power and air sources whenever practicable. APUs may be used when aircraft are being towed.

1) Domestic terminals—Use of APUs is prohibited between the hours of 2200–0600 except 30 minutes prior to departure, when passengers are aboard, or it is needed to test other aircraft equipment.

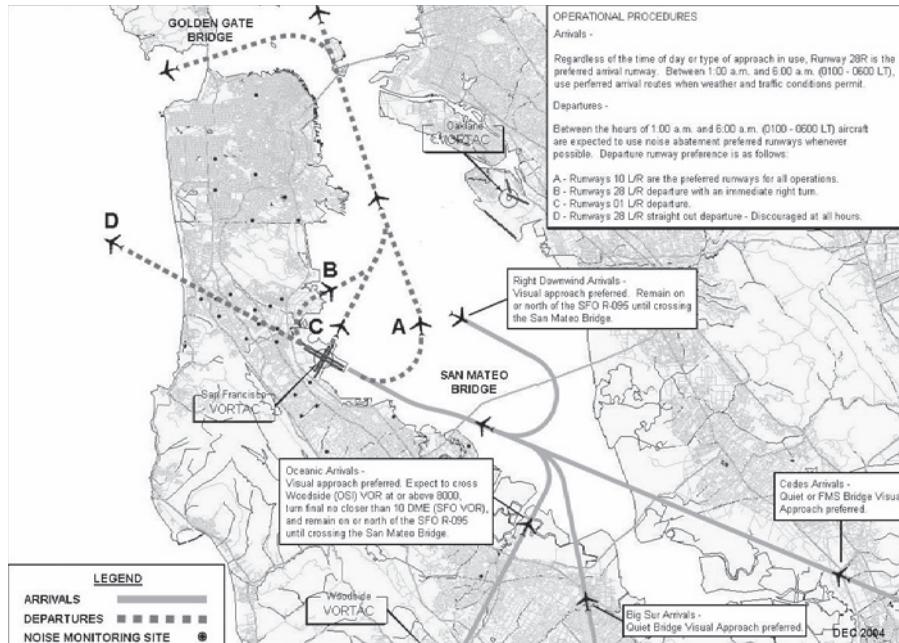
2) International Terminal—The following procedures apply:

(a) Aircraft scheduled to be at a gate in Boarding Areas A and G for more than 45 minutes between the hours of 0700–2200, are required to use 400Hz ground power and pre-conditioned air, where available. APUs are not authorized without prior permission is received from Airport Operations, during the use of ground power and pre-conditioned air until 30 minutes prior to push-back.

(b) All aircraft scheduled to be at an International Terminal gate between 2200–0700 hours are required to use 400Hz ground power and pre-conditioned air, where available, regardless of scheduled time at the gate. APUs are not authorized, unless prior permission is received from Airport Operations, during the use of ground power and pre-conditioned air until 30 minutes prior to push-back.

NOISE MONITORING SYSTEM

As of January 2005, the Airport installed a new Aircraft Noise Management System (ANMS) utilizing Lochard's Airport Noise and Operations Monitoring System (ANOMS™) 8 product suite. This system consists of 29 fixed Environmental Monitoring Units (EMU) and four portable units. The previous passive radar system was replaced with Lochard's new hybrid, SkyTrak™, an integration of the FAA ARTS IIIE and live Mode S with passive radar that will drive the SFO community web site and deliver flight data throughout the airport.



CONTACT INFORMATION

For more information about the Fly Quiet Program or noise abatement procedures contact 650-821-5100.

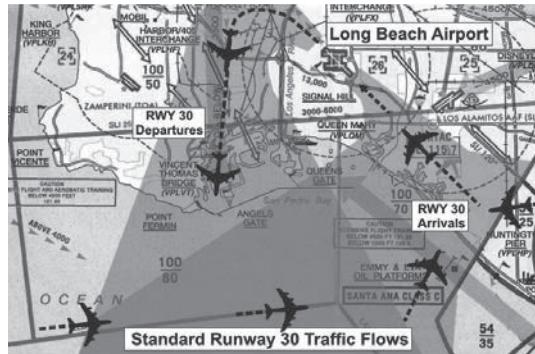
AIR CARRIER OPERATIONS VICINITY OF LONG BEACH (DAUGHERTY FIELD), CA.

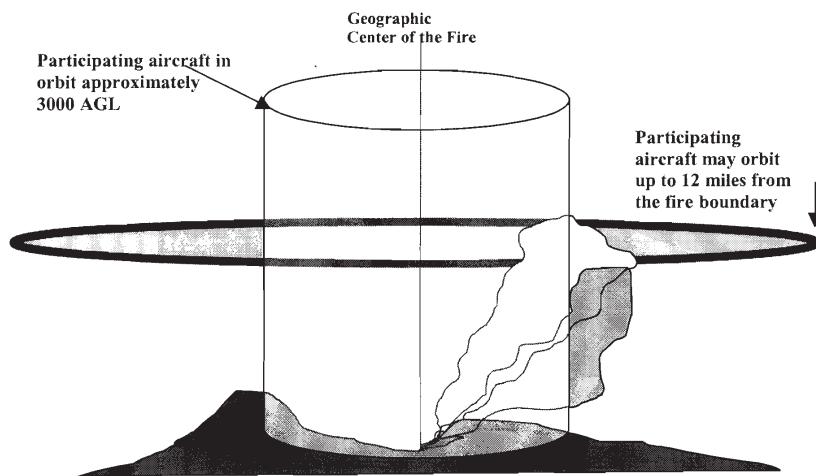
A wide mix of aircraft types including Air Carriers landing and departing Long Beach Daugherty Field, utilize the airspace south of Long Beach Airport (Daugherty Field) (LGB), Long Beach, California. The Class E airspace between Point Vicente, Catalina Island, and Huntington Beach accommodates pilot training from local flight schools, numerous IFR and VFR enroute aircraft, and helicopter and other aviation activities.

Participating flight training aircraft in Class E airspace south of Long Beach may:

- Utilize helicopter frequency 122.85 at or below 2,000 MSL.
- Utilize air-to-air frequency 121.95 above 2,000 MSL and below 4,500 MSL.
- Participants are encouraged to make position reports relative to Palos Verde Point, Point Vicente and Point Fermin, Angels Gate, Queens Gate, Emmy & Eva Oil Platforms and the Queen Mary.

VFR flight following may be available from SOCAL TRACON as indicated on the LA Terminal Area Chart.



FIREFIGHTING TRAFFIC AREAS

Pilots are advised to stay clear of Firefighting Traffic Areas. Remain 15 miles from the area of activity. If you must over-fly the area, do so at an altitude of 5000 feet AGL above. However, to remain safe and out of the way of working aircraft, it is best to circumnavigate the area.

The wild-land fire environment can be very complex and involve a large number and variety of aircraft types including fixed and rotary wing aircraft. Some of the aircraft are small single and multi-engine command and control platforms that can be especially difficult to see and may give the appearance that the fire is not staffed. The aircraft participating in firefighting can orbit as far out as 12 miles from the perimeter of the fire. Any intrusion by aircraft not directly involved in the firefighting operation could delay the delivery of much needed retardant or water to ground firefighters and will adversely affect the safety of participating aircraft. Please stay well away from wild-land fires even if you feel that aircraft are not working the fire; they may be en route or unseen.

If you see a fire developing along your route, report it immediately to air traffic control who will advise the US Forest Service. The firefighting community would welcome this information.

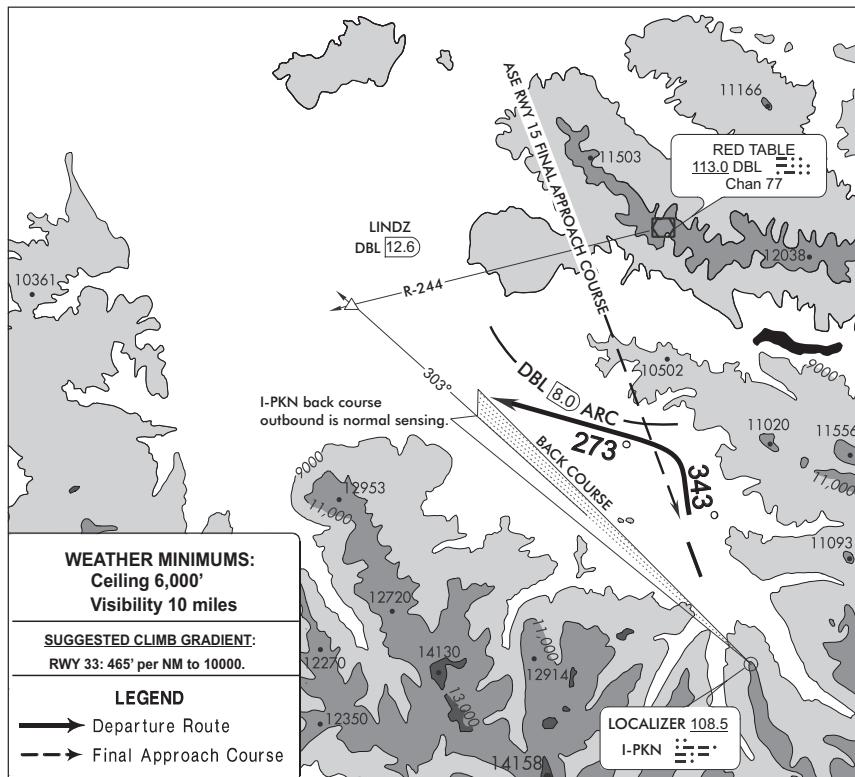
SPECIAL PROCEDURES ASPEN COUNTY / SARDY FIELD (KASE) ASPEN, COLORADO**"COZY ONE VFR DEPARTURE (KASE)"**

- Aspen Airport Rwy 33 VFR departure procedure with transition to IFR clearance when Aspen is landing 15 and departing Rwy 33.**
- Pilots should specifically request this procedure using the departure name.**
- Aircraft unable to comply with the restrictions in this chart must advise tower prior to taxi and request the published SID.**

VFR DEPARTURE ROUTE DESCRIPTION

RUNWAY 33 INITIAL CLIMB: After departure fly heading 343°, maintain VFR at or below 13,000. Expect a left turn (called by ASE Tower) to heading 273°, prior to DBL 8.0 DME. Fly heading 273° to intercept I-PKN NW course outbound to LINDZ INT (DBL R-244).

Receipt of a clearance to climb above 13,000 feet from Aspen Tower or Departure Control constitutes activation of IFR clearance upon leaving 13,000 feet.



LOST COMMUNICATIONS: In the event of lost communication prior to IFR activation, squawk 7600. Maintain VFR. Turn left heading 273° to join the I-PKN course outbound. Exercise extreme caution crossing runway 15 final approach course due to opposite direction arrivals. Cross LINDZ at 16,000. If unable to cross LINDZ at 16,000, climb in hold, southwest of LINDZ, inbound on DBL R-244, left turns, 5 mile legs, until reaching 16,000, then on course. IFR is activated leaving 13,000.

CONTACT FOR ADDITIONAL INFORMATION: Aspen Air Traffic Control Tower (970)925-3703

MONTGOMERY-GIBBS EXECUTIVE AIRPORT
San Diego, CA
(KMYF)

TERMINAL AREA GRAPHIC NOTICE
(Not to scale, not to be used for navigation)

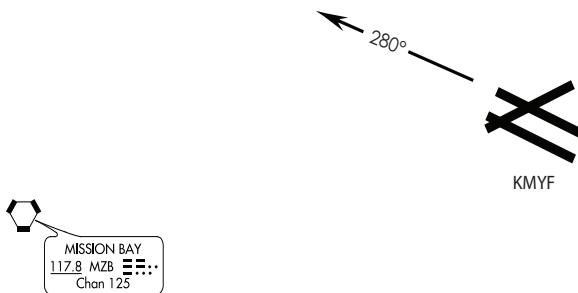
Montgomery-Gibbs Executive Airport Westbound VFR Departure Procedure
for use with an IFR clearance

"SOLEDAD DEPARTURE"

PILOTS SHOULD SPECIFICALLY REQUEST THIS PROCEDURE USING THE ABOVE NAME

ATIS ----- 126.9
CLNC DEL ----- 123.725
MONTGOMERY TOWER - 119.2
GND CON ----- 118.22
SOCAL DEP CON ----- 119.6

1051
A Mt. Soledad



Procedure Instructions:

After departure fly heading 280° maintain VFR at or below 2,500' MSL.
Expect IFR activation and climb clearance 3NM West of KMYF

Receipt of a climb clearance constitutes activation of IFR clearance.

WEATHER MINIMUMS: Ceiling 3,000' and visibility 3 miles

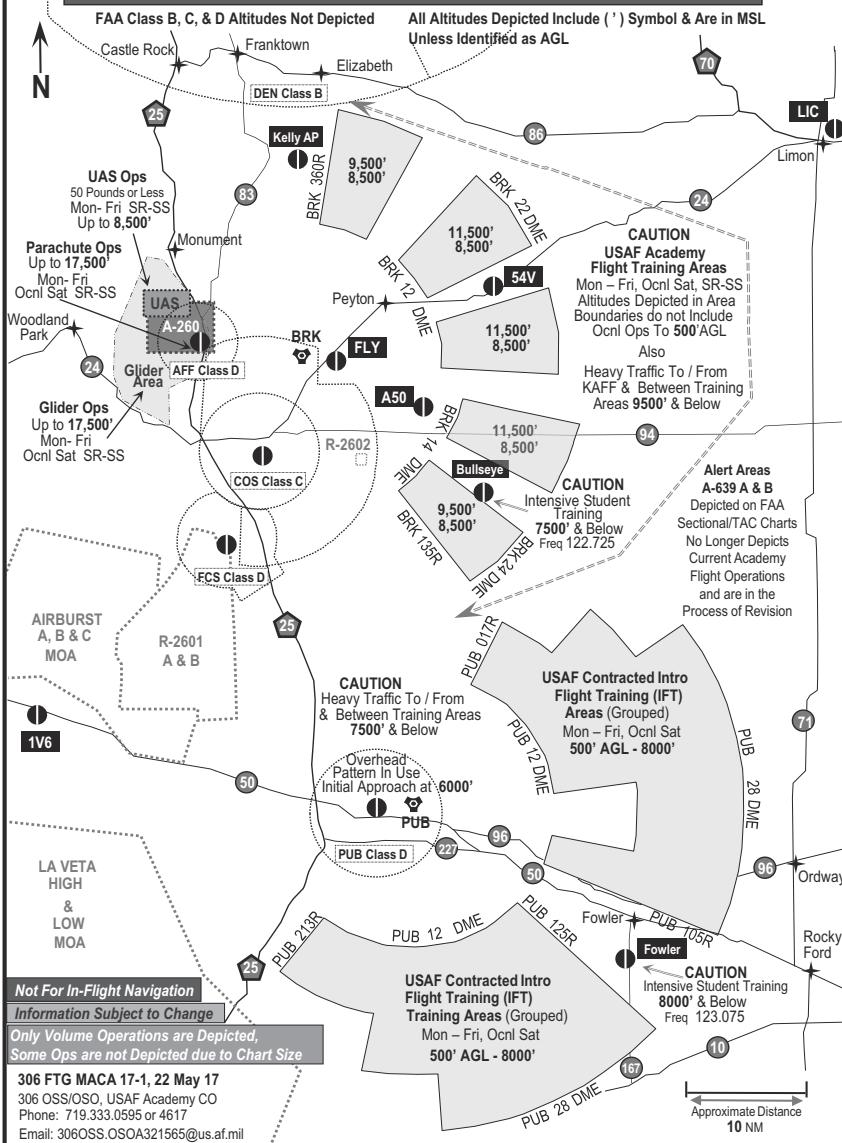
For further information contact Southern California TRACON 858-537-5830

USAF Volume Flight Training Areas, Vicinity of Colorado Springs & Pueblo Colorado

Pilots Are Highly Encouraged to Contact DEN / COS Approach For Traffic Advisories as GA-Type Trainer Aircraft From AFF & PUB are Extremely Difficult to Acquire Visually

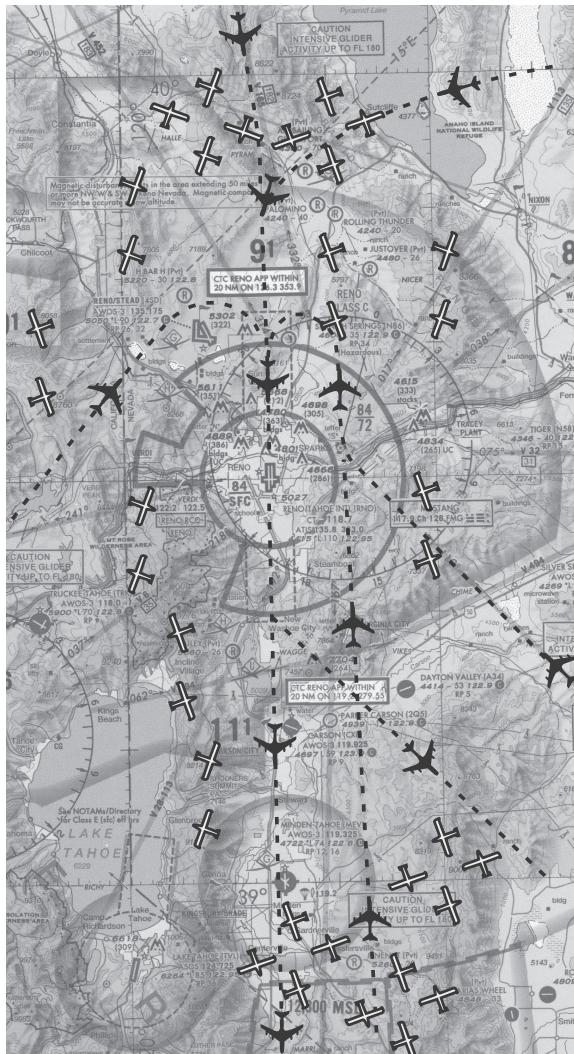
FAA Class B, C, & D Altitudes Not Depicted

All Altitudes Depicted Include (') Symbol & Are in MSL Unless Identified as AGL



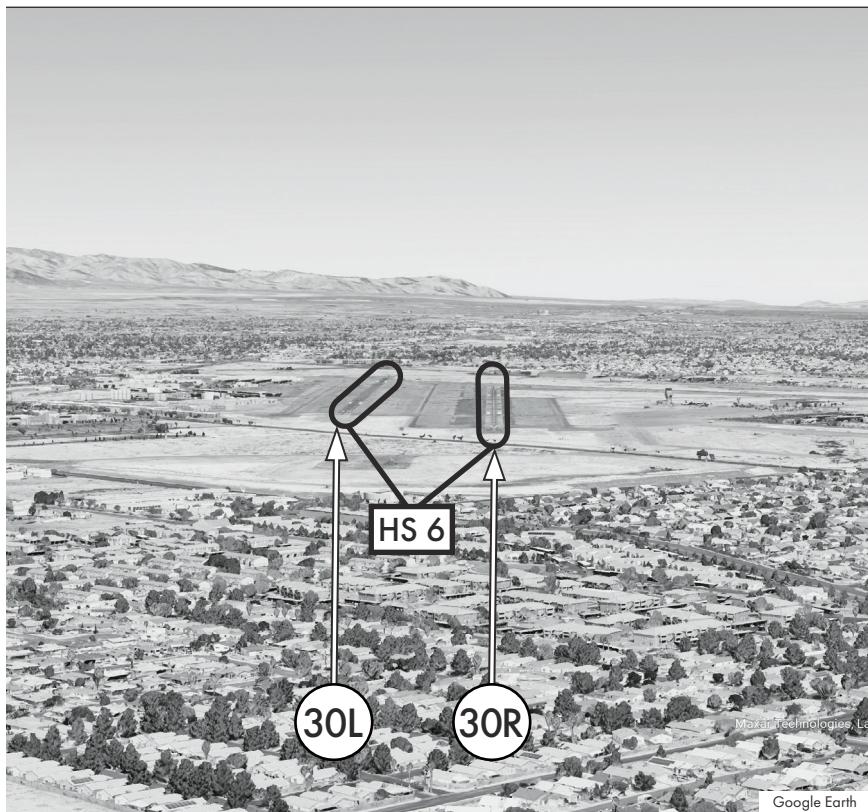
GLIDER/SOARING ACTIVITIES AROUND THE RENO-TAHOE INTERNATIONAL AIRPORT

There is intense glider activity up to FL180 near the Reno-Tahoe International Airport. Gliders conduct aerobatic maneuvers and other soaring activities in airspace on or near arrival routes, departure routes, final approach courses and holding fixes for the Reno-Tahoe International Airport. Gliders operations may originate from the Air Sailing, Minden-Tahoe and Truckee (California) Airports. The Air Sailing Airport is located near the Mustang (FMG) 337 radial at 20 nautical miles, between Anaho, Pyram and Take intersections. The Minden-Tahoe Airport is located near the FMG 172 radial at 32 nautical miles, between J5 and J94. The Truckee California Airport is located near the FMG 225 radial at 26 nautical miles, north of the Squaw Valley VOR/DME between J32 and V392. Federal Aviation Regulations do not require gliders operators to equip, activate or to broadcast the location of their aircraft via transponder or radio communications while operating outside of Class A or C Airspace. Atmospheric conditions attract large quantities of gliders to the area and activity near mountain ridges or "hot spots" may be intense. Altitudes up to 17,999 have been observed and pilots should exercise due diligence when exiting Class A and C airspace. Pilots are encouraged to refer to the SFO Sectional Aeronautical Chart and to the remarks in the Airport/Facility Directory, Southwest US for the Reno-Tahoe International Airport (RNO) regarding glider activity. For further information, call Reno ATCT/TRACON at (775) 784-5582.



NORTH LAS VEGAS (VGT) ARRIVAL ALERT

Landing North RWY 30L and RWY 30R



Pilots be aware that RWY 30L threshold is approximately 900 ft. further away and much harder to see than RWY 30R threshold.

Not for Navigational Purposes

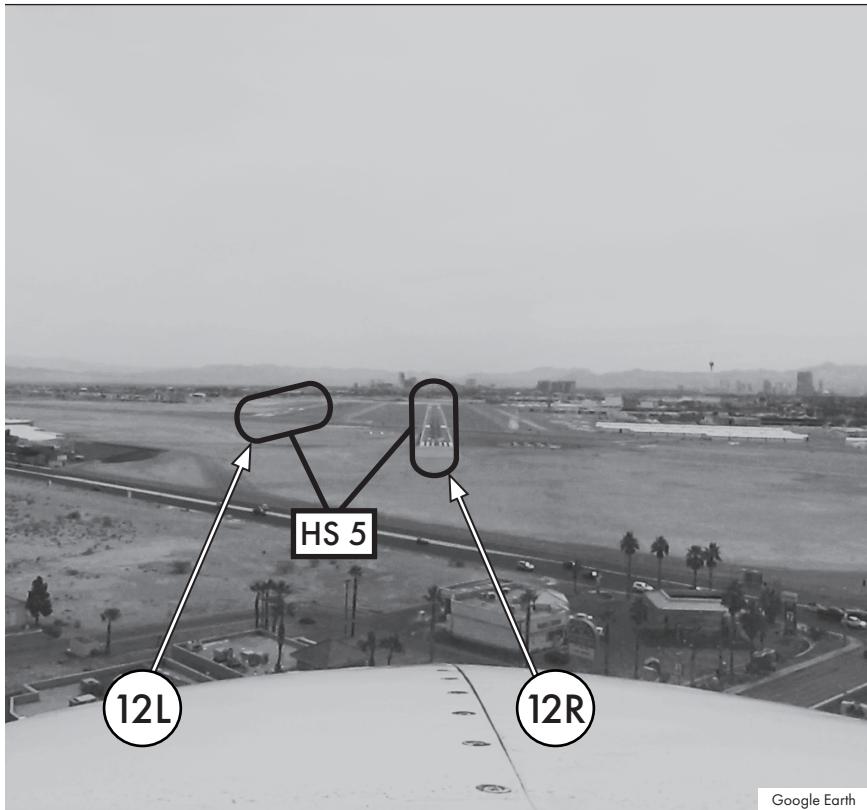
For Situational Awareness Only

For Inquiries: 9-awa-RunwaySafety@faa.gov

Effective 29 DECEMBER 2022 to 26 DECEMBER 2024

NORTH LAS VEGAS (VGT) ARRIVAL ALERT

Landing South RWY 12L and RWY 12R



Pilots be aware that RWY 12L threshold is approximately 1,900 ft. farther away than RWY 12R threshold and separated by 700 ft. from centerline.

Not for Navigational Purposes

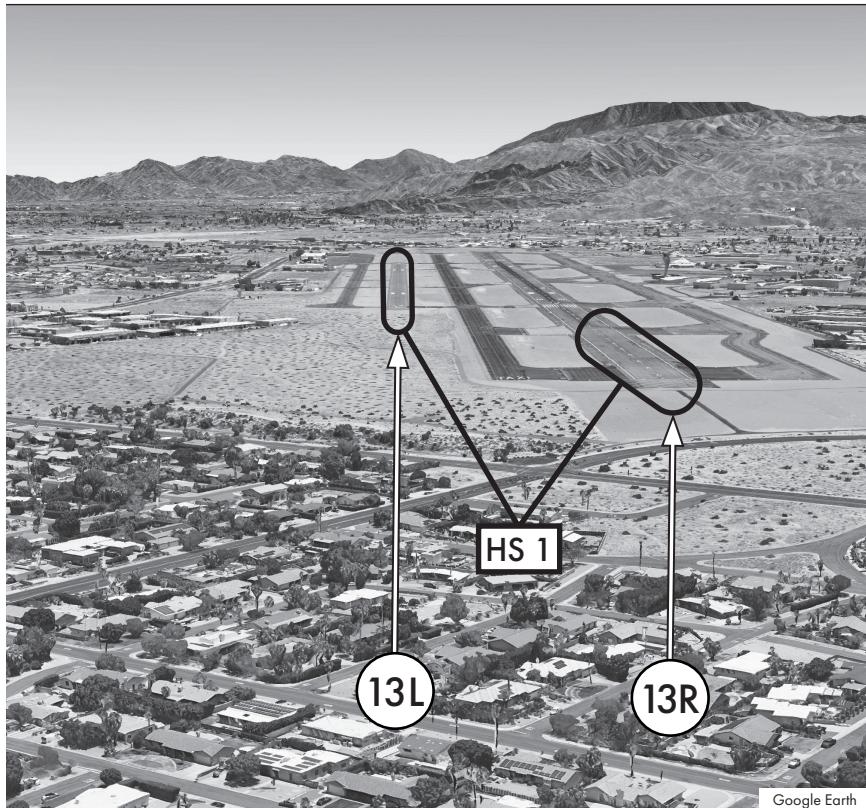
For Situational Awareness Only

For Inquiries: 9-awa-RunwaySafety@faa.gov

Effective 29 DECEMBER 2022 to 26 DECEMBER 2024

PALM SPRINGS INTL (PSP) ARRIVAL ALERT

Landing Southeast RWY 13L and RWY 13 R and TWY C



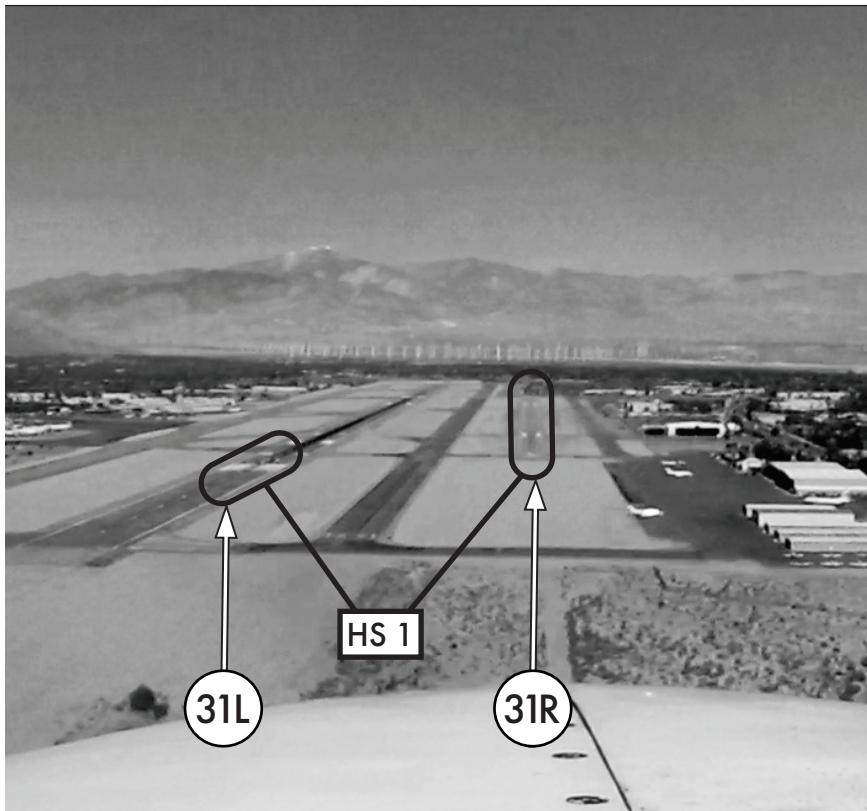
Pilots confuse TWY C and RWYS 13L/R.

**Not for Navigational Purposes
For Situational Awareness Only
For Inquiries: 9-awa-RunwaySafety@faa.gov**

Effective 19 MAY 2022 to 16 MAY 2024

PALM SPRINGS INTL (PSP) ARRIVAL ALERT

Landing Northwest
RWY31L and RWY 31R and TWY C

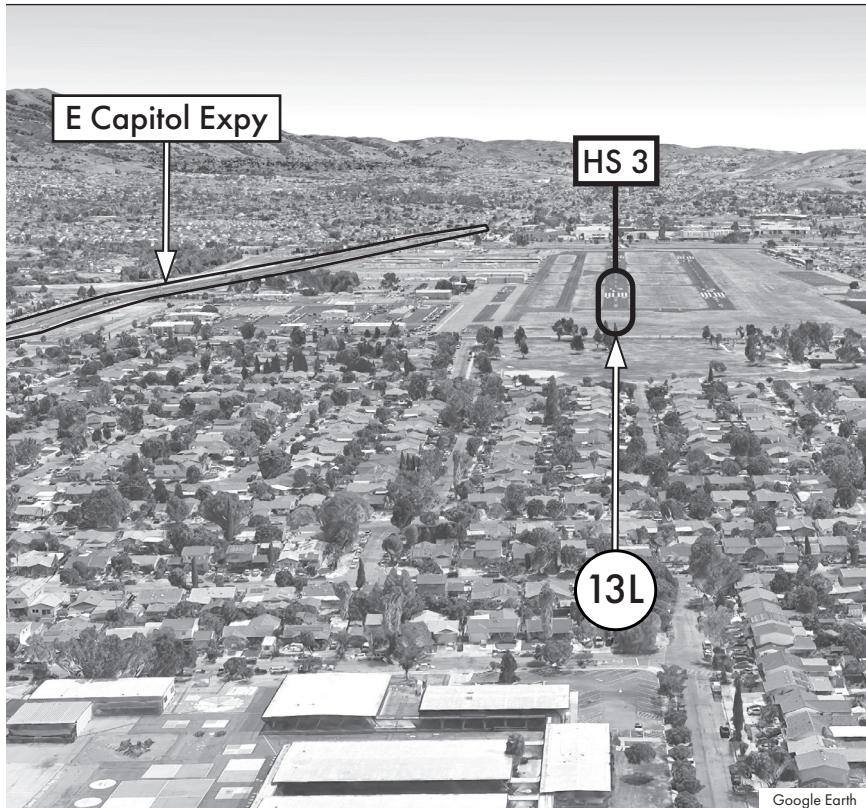


Pilots confuse TWY C and RWYS 31L/R.

Not for Navigational Purposes
For Situational Awareness Only
For Inquiries: 9-awa-RunwaySafety@faa.gov
Effective 19 MAY 2022 to 16 MAY 2024

REID-HILLVIEW OF SANTA CLARA COUNTY (RHV) ARRIVAL ALERT

Landing Southeast RWY 13L and TWY Y



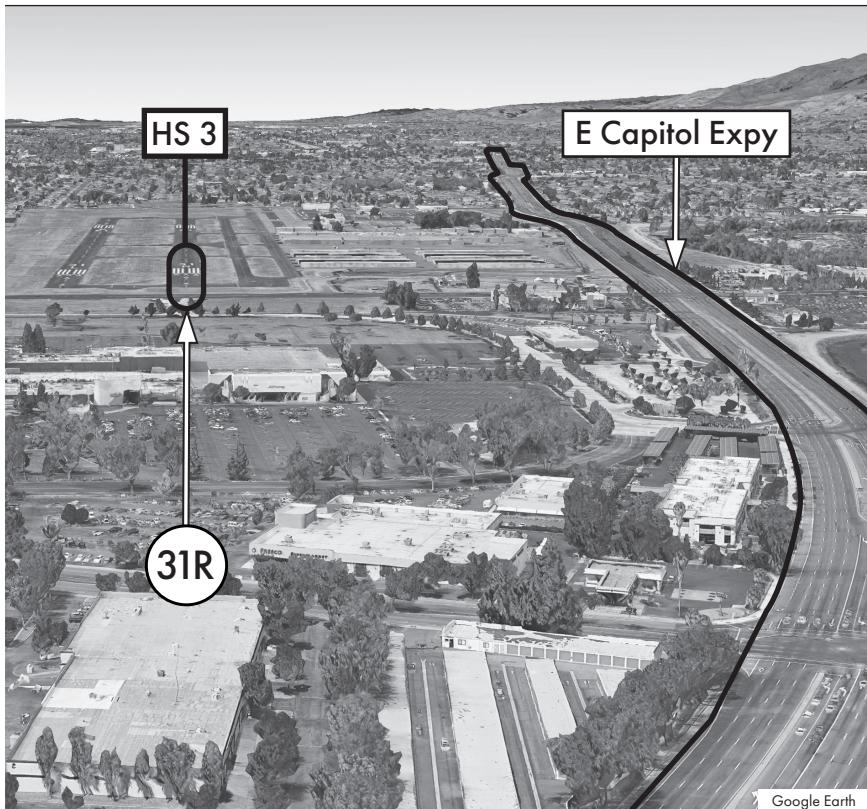
Pilots sometimes confuse TWY Y
or E Capitol Expy for RWY 13L.

**Not for Navigational Purposes
For Situational Awareness Only
For Inquiries: 9-awa-RunwaySafety@faa.gov**

Effective 19 MAY 2022 to 16 MAY 2024

REID-HILLVIEW OF SANTA CLARA COUNTY (RHV) ARRIVAL ALERT

Landing Northwest RWY 31R and TWY Y

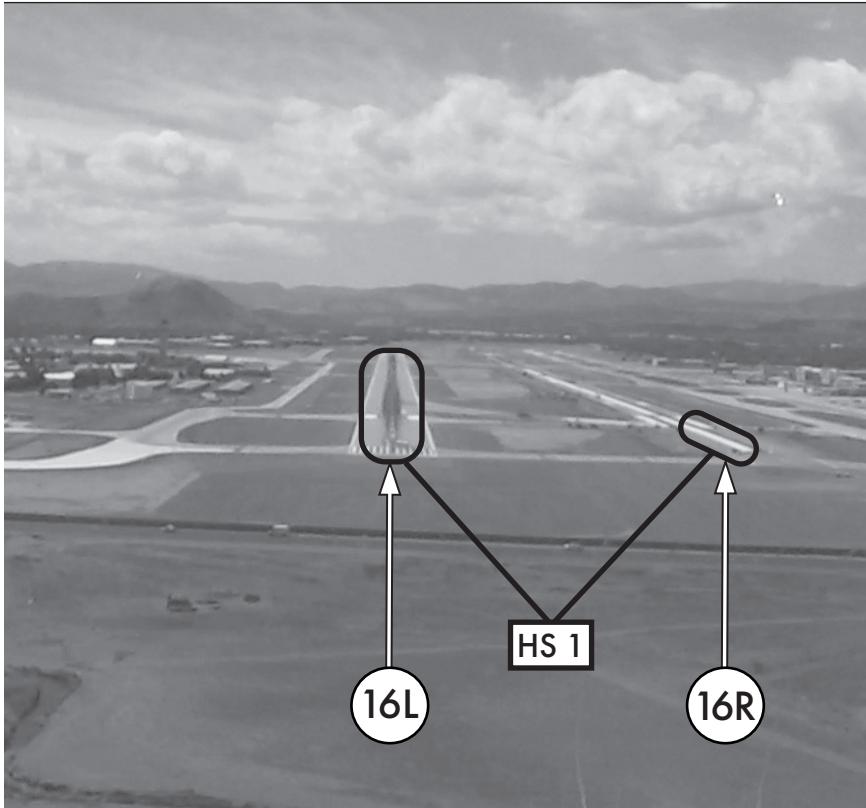


Pilots sometimes confuse TWY Y or E Capitol Expy for RWY 31R. RWY 31L is unlit.

Not for Navigational Purposes
For Situational Awareness Only
For Inquiries: 9-awa-RunwaySafety@faa.gov
Effective 19 MAY 2022 to 16 MAY 2024

RENO/TAHOE INTL (RNO) ARRIVAL ALERT

Landing South
RWY 16L and RWY 16R and TWY B



Pilots confuse TWY B and RWYS 16L/R.

Not for Navigational Purposes
For Situational Awareness Only
For Inquiries: 9-awa-RunwaySafety@faa.gov
Effective 19 MAY 2022 to 16 MAY 2024

RENO/TAHOE INTL (RNO) ARRIVAL ALERT

Landing North
RWY 34L and RWY 34R and TWY B

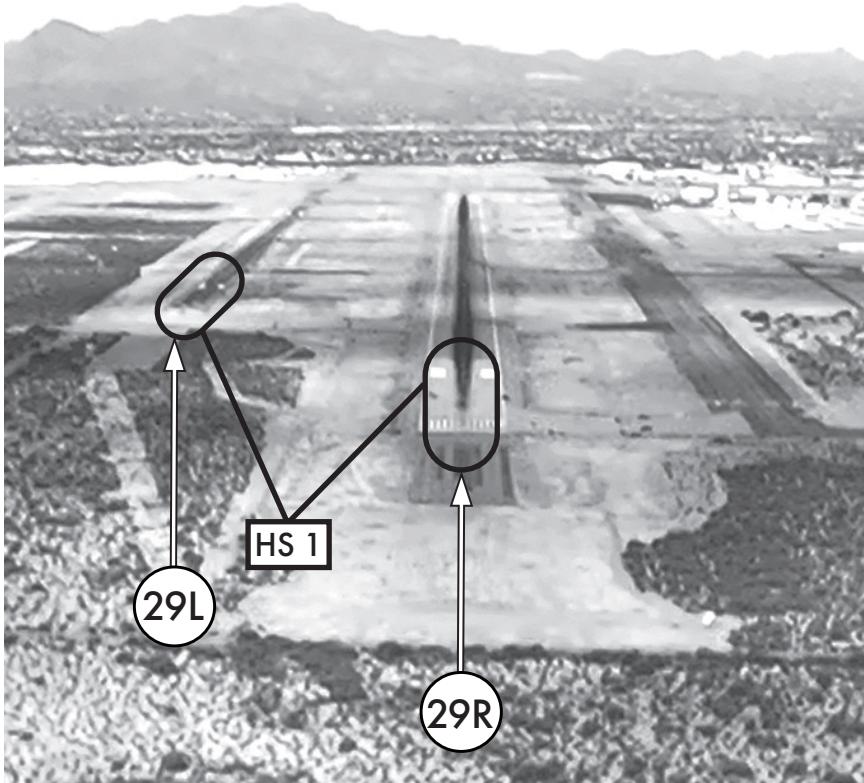


Pilots confuse TWY B and RWYS 34L/R.

Not for Navigational Purposes
For Situational Awareness Only
For Inquiries: 9-awa-RunwaySafety@faa.gov
Effective 19 MAY 2022 to 16 MAY 2024

TUCSON INTL (TUS) ARRIVAL ALERT

Landing Northwest RWY 29R and RWY 29L



Offset parallels.

Pilots be aware that RWY 29L is 2588 ft further down the APCH than RWY 29R.

Not for Navigational Purposes

For Situational Awareness Only

For Inquiries: 9-awa-RunwaySafety@faa.gov

Effective 19 MAY 2022 to 16 MAY 2024

The following narratives summarize the FAR Part 93 Special Air Traffic Rules, and Airport Traffic Patterns in effect as prescribed in the rule. This information is advisory in nature and in no way relieves the pilot from compliance with the specific rules set forth in FAR Parts 91 and 93.

Special Airport Traffic Areas prescribed in Part 93 are depicted on Sectional Aeronautical Charts, Enroute Low Altitude Charts, and where applicable, on VFR Terminal Area Charts.

**OPERATIONS RESERVATIONS FOR HIGH DENSITY TRAFFIC AIRPORTS
KENNEDY, LAGUARDIA, AND WASHINGTON REAGAN NATIONAL**

The Federal Aviation Administration (FAA) has designated New York's Kennedy and LaGuardia Airports and Washington Reagan National Airport as High Density Traffic Airports (HDTA), Title 14, Code of Federal Regulations, part 93, subpart K, and has prescribed air traffic rules and requirements for operating aircraft (excluding helicopters) to and from those airports during certain hours.

Reservations are required for operations from 6 a.m. through 11:59 p.m. local time at LaGuardia Airport and Washington Reagan National Airport. Reservations at Kennedy Airport are required from 3 p.m. through 7:59 p.m. local time.

Reservation procedures are detailed in Advisory Circular 93-1, Reservations for Unscheduled Operations at High Density Traffic Airports. A copy of the advisory circular is available on the FAA website at <http://www.faa.gov>. Reservations for unscheduled operations are allocated through the Enhanced Computer Voice Reservation System (e-CVRS) accessible via telephone or the Internet. This system may not be used to make reservations for scheduled air carrier or commuter flights.

The toll-free telephone number for accessing e-CVRS is 1-800-875-9694 and is available for calls originating within the United States, Canada, and the Caribbean. Users outside the toll-free areas may access e-CVRS by calling the toll number of 703-707-0568. The Internet web address for accessing the e-CVRS is <http://www.fly.faa.gov/ecvrs>. If you have any questions about reservation requirements or are experiencing problems with the system, you may telephone the Airport Reservation Office at the Air Traffic Control System Command Center at (703) 904-4452.

Requests for instrument flight rules (IFR) reservations will be accepted beginning 72 hours prior to the proposed time of operation at the high-density airport. For example, a request for an 11 a.m. reservation on a Thursday will be accepted beginning at 11 a.m. on the previous Monday.

IFR reservations must be obtained prior to IFR landing or takeoff at an HDTA during slot controlled hours. An air traffic control (ATC) clearance does not constitute a reservation. A reservation does not constitute permission to operate at an HDTA if additional operational limits or procedures are required by NOTAM and/or regulation.

Aircraft involved in medical emergencies will be handled by ATC without regard to a reservation after obtaining prior approval of the ATC System Command Center on (703) 904-4452. ATC will accommodate declared other emergency situations without regard to slot reservations.

NOTE: Visual flight rule (VFR) reservations via ATC for unscheduled operations at LaGuardia are not authorized from 7 a.m. through 8:59 a.m. local time and 4 p.m. through 6:59 p.m. local time, Monday through Friday and Sunday evenings, unless otherwise announced by NOTAM. Both IFR and VFR operations during those time periods must obtain an advance reservation through e-CVRS.

**LUKE AIR FORCE BASE (AFB), AZ
SPECIAL AIR TRAFFIC RULE F.A.R PART 93
EFFECTIVE MAY 6, 2010**

Title 14, Code of Federal Regulations, part 93, subpart O, has prescribed special air traffic rules and communication requirements for aircraft operating under Visual Flight Rules (VFR) in the vicinity of Luke Air Force Base.

Pilots are required to establish two-way communication with Luke Approach Control on 118.15 north of Luke AFB or 125.45 south of Luke AFB prior to entering the special air traffic rule area. See Phoenix Terminal Area Chart.

Pilots of non-radio equipped aircraft must request permission to enter the special air traffic rule area at least 24 hours before the proposed operation by telephoning Luke Approach Control at 623-856-6448.

FSS TELEPHONE NUMBERS

Flight Service Station (FSS) facilities process flight plans and provide flight planning and weather briefing services to pilots. FSS services in the contiguous United States, Hawaii and Puerto Rico, are provided by a contract provider at two large facilities. In Alaska, FSS services are delivered through a network of three hub facilities and 14 satellite facilities, some of which operate part-time and some are seasonal. Because of the interconnectivity between the facilities, all FSS services including radio frequencies are available continuously using published data.

Further information can be found in the Aeronautical Information Manual (AIM).

NATIONAL FSS TELEPHONE NUMBER

Pilot Weather Briefings 1-800-WX-BRIEF (1-800-992-7433)

OTHER FSS TELEPHONE NUMBERS (except in Alaska)

Medevac Flights Only 1-877-LIF-GRD3 (1-877-543-4733)

FLIGHT RESTRICTED ZONE FLIGHTS

Pilots wishing to fly within the Flight Restricted Zone (FRZ) must call the Washington ARTCC Flight Data Unit at 703-771-3476.

FAA TELEPHONE NUMBERS AND NWS KEY AIR TRAFFIC FACILITIES

Air Traffic Control System Command Center

Main Number..... 540-422-4100

RGNL AIR TRAFFIC DIVISIONS

REGION	TELEPHONE
Alaskan	907-271-5464
Central	816-329-2500
Eastern	718-553-4502
Great Lakes	847-294-7202
New England	404-305-6200
Northwest Mountain	425-227-2500
Southern	404-305-5500
Southwest	817-222-5500
Western Pacific	310-725-6500

AIR ROUTE TRAFFIC CONTROL CENTERS (ARTCCs)

ARTCC NAME	*24 HR RGNL DUTY OFFICE TELEPHONE #	BUSINESS HOURS	BUSINESS TELEPHONE #	**CLEARANCE DELIVERY TELEPHONE #
Albuquerque	817-222-5006	7:30 a.m.-4:00 p.m.	505-856-4300	505-856-4561
Anchorage	907-271-5936	7:30 a.m.-4:00 p.m.	907-269-1137	
Atlanta	404-305-5180	7:30 a.m.-5:00 p.m.	770-210-7601	770-210-7692
Boston	404-305-5156	7:30 a.m.-4:00 p.m.	603-879-6633	603-879-6859
Chicago	817-222-5006	8:00 a.m.-4:00 p.m.	630-906-8221	630-906-8921
Cleveland	817-222-5006	8:00 a.m.-4:00 p.m.	440-774-0310	440-774-0490
Denver	206-231-2099	7:30 a.m.-4:00 p.m.	303-342-1600	303-651-4257
Ft. Worth	817-222-5006	7:30 a.m.-4:00 p.m.	817-858-7500	817-858-7584
Honolulu	310-725-3300	7:30 a.m.-4:00 p.m.	808-840-6100	808-840-6201
Houston	817-222-5006	7:30 a.m.-4:00 p.m.	281-230-5300	281-230-5622
Indianapolis	817-222-5006	8:00 a.m.-4:00 p.m.	317-247-2231	317-247-2411
Jacksonville	404-305-5180	8:00 a.m.-4:30 p.m.	904-549-1501	904-845-1592
Kansas City	817-222-5006	7:30 a.m.-4:00 p.m.	913-254-8500	913-254-8508
Los Angeles	661-265-8200	7:30 a.m.-4:00 p.m.	661-265-8200	661-575-2079
Memphis	404-305-5180	7:30 a.m.-4:00 p.m.	901-368-8103	901-368-8453
Miami	404-305-5180	7:00 a.m.-3:30 p.m.	305-716-1500	305-716-1731
Minneapolis	817-222-5006	8:00 a.m.-4:00 p.m.	651-463-5580	651-463-5588
New York	718-995-5426	8:00 a.m.-4:40 p.m.	631-468-1001	631-468-1425
Oakland	310-725-3300	6:30 a.m.-3:00 p.m.	510-745-3331	
Salt Lake City	206-231-2099	7:30 a.m.-4:00 p.m.	801-320-2500	801-320-2568
San Juan	404-305-5180	7:30 a.m.-5:00 p.m.	787-253-8663	787-253-8664
Seattle	206-231-2099	7:30 a.m.-4:00 p.m.	253-351-3500	253-351-3694
Washington	718-995-5426	8:00 a.m.-4:30 p.m.	703-771-3401	703-771-3587

*Facilities can be contacted through the Rgnl Duty Officer during non-business hours.

**For use when numbers or frequencies are not listed in the airport listing

MAJOR TERMINAL RADAR APPROACH CONTROLS (TRACONs)

TRACON NAME	*24 HR RGNL DUTY OFFICE TELEPHONE #	BUSINESS HOURS	BUSINESS TELEPHONE #
Atlanta	678-364-6131	7:00 a.m.-3:30 p.m.	678-364-6000
Chicago	817-222-5006	8:00 a.m.-4:00 p.m.	847-608-5509
Dallas-Ft. Worth	817-222-5006	7:30 a.m.-4:00 p.m.	972-615-2500
Denver	425-227-1389	7:30 a.m.-4:00 p.m.	303-342-1500
Houston	817-222-5006	7:30 a.m.-4:00 p.m.	281-230-8400
New York	718-995-5426	8:00 a.m.-4:30 p.m.	516-683-2901
Northern CA	310-725-3300	7:00 a.m.-3:30 p.m.	916-366-4001
Potomac	718-995-5426	8:00 a.m.-4:30 p.m.	540-349-7500
Southern CA	310-725-3300	7:30 a.m.-4:00 p.m.	858-537-5800

*Facilities can be contacted through the Rgnl Duty Officer during non-business hours.

**FAA TELEPHONE NUMBERS AND NWS
KEY AIR TRAFFIC FACILITIES**

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DAILY NAS REPORTABLE AIRPORTS

AIRPORT NAME	*24 HR RGNL DUTY OFFICE TELEPHONE #	BUSINESS HOURS	BUSINESS TELEPHONE #
Albuquerque Intl Sunport, NM	817-222-5006	8:00 a.m.-5:00 p.m.	505-842-4366
Andrews AFB, MD	718-995-5426	8:00 a.m.-4:30 p.m.	301-735-2380
Baltimore/Washington Intl Thurgood Marshall, MD	718-995-5426	8:00 a.m.-4:30 p.m.	410-962-3555
Boston Logan Intl, MA	404-305-5156	7:30 a.m.-4:00 p.m.	617-455-3100
Bradley Intl, CT	404-305-5156	7:30 a.m.-4:00 p.m.	203-627-3428
Burbank/Bob Hope, CA	310-725-3300	7:00 a.m.-5:30 p.m.	818-567-4806
Charlotte Douglas Intl, NC	404-305-5180	8:00 a.m.-4:30 p.m.	704-344-6487
Chicago Midway, IL	817-222-5006	8:00 a.m.-4:00 p.m.	773-884-3670
Chicago O'Hare Intl, IL	817-222-5006	8:00 a.m.-4:00 p.m.	773-601-7600
Cleveland Hopkins Intl, OH	817-222-5006	8:00 a.m.-4:00 p.m.	216-352-2000
Covington/Cincinnati, OH	817-222-5006	8:00 a.m.-4:30 p.m.	859-372-6440
Dallas-Ft. Worth Intl, TX	817-222-5006	8:30 a.m.-5:00 p.m.	972-615-2531
Dayton Cox Intl, OH	817-222-5006	7:30 a.m.-4:00 p.m.	937-415-6800
Denver Intl, CO	425-227-1389	7:30 a.m.-4:00 p.m.	303-342-1600
Detroit Metro, MI	817-222-5006	8:00 a.m.-4:00 p.m.	734-955-5000
Fairbanks Intl, AK	907-271-5936	7:30 a.m.-4:00 p.m.	907-474-0050
Fort Lauderdale Intl, FL	404-305-5180	7:00 a.m.-3:30 p.m.	305-356-7932
George Bush Intercontinental/Houston, TX	817-222-5006	7:30 a.m.-4:00 p.m.	713-230-8400
Hartsfield-Jackson Atlanta Intl, GA	678-364-6131	7:00 a.m.-3:30 p.m.	404-559-5800
Honolulu (Daniel K Inouye Intl), HI	310-725-3300	7:30 a.m.-4:00 p.m.	808-840-6100
Houston Hobby, TX	817-222-5006	8:00 a.m.-5:00 p.m.	713-847-1400
Indianapolis Intl, IN	817-222-5006	8:00 a.m.-4:00 p.m.	317-484-6600
Kahului/Maui, HI	310-725-3300	7:30 a.m.-4:00 p.m.	808-877-0725
Kansas City Intl, MO	817-222-5006	7:30 a.m.-4:00 p.m.	816-329-2700
Las Vegas McCarran, NV	310-725-3300	7:30 a.m.-4:00 p.m.	702-262-5978
Los Angeles Intl, CA	310-725-3300	7:00 a.m.-3:30 p.m.	310-342-4900
Louis Armstrong New Orleans Intl, LA	817-222-5006	7:00 a.m.-4:30 p.m.	504-471-4300
Memphis Intl, TN	404-305-5180	7:30 a.m.-4:00 p.m.	901-322-3350
Miami Intl, FL	404-305-5180	7:00 a.m.-4:00 p.m.	305-869-5400
Minneapolis/St. Paul, MN	817-222-5006	8:00 a.m.-4:00 p.m.	612-713-4000
Nashville Intl, TN	404-305-5180	7:00 a.m.-3:30 p.m.	615-781-5460
New York Kennedy Intl, NY	718-995-5426	8:00 a.m.-4:30 p.m.	718-656-0335
New York La Guardia, NY	718-995-5426	8:00 a.m.-4:30 p.m.	718-335-5461
Newark Liberty Intl, NJ	718-995-5426	7:30 a.m.-4:00 p.m.	973-565-5000
Norman Y. Mineta San Jose Intl, CA	310-725-3300	7:30 a.m.-4:00 p.m.	408-982-0750
Ontario Intl, CA	310-725-3300	7:30 a.m.-4:00 p.m.	909-983-7518
Orlando Intl, FL	404-305-5180	7:30 a.m.-5:00 p.m.	407-850-7000
Philadelphia Intl, PA	718-995-5426	8:00 a.m.-4:30 p.m.	215-492-4100
Phoenix Sky Harbor Intl, AZ	310-725-3300	7:30 a.m.-4:00 p.m.	602-379-4226
Pittsburgh Intl, PA	718-995-5426	8:00 a.m.-4:30 p.m.	412-269-9237
Portland Intl, OR	425-227-1389	7:30 a.m.-4:00 p.m.	503-493-7500
Raleigh-Durham, NC	404-305-5180	8:00 a.m.-4:30 p.m.	919-380-3125
Ronald Reagan Washington National, DC	718-995-5426	8:00 a.m.-4:30 p.m.	703-413-0330
Salt Lake City, UT	425-227-1389	7:30 a.m.-4:00 p.m.	801-325-9600
San Antonio Intl, TX	817-222-5006	8:00 a.m.-4:30 p.m.	210-805-5507
San Diego Lindbergh Intl, CA	310-725-3300	8:00 a.m.-4:30 p.m.	619-299-0677
San Francisco Intl, CA	310-725-3300	7:00 a.m.-3:30 p.m.	650-876-2883
San Juan Intl, PR	404-305-5180	7:30 a.m.-5:00 p.m.	787-253-8663
Seattle-Tacoma Intl, WA	425-227-1389	7:30 a.m.-4:00 p.m.	206-768-2900
St. Louis Lambert, MO	817-222-5006	7:30 a.m.-4:00 p.m.	314-890-1000
Tampa Intl, FL	404-305-5180	7:30 a.m.-4:00 p.m.	813-371-7700
Ted Stevens Anchorage Intl, AK	907-271-5936	7:30 a.m.-4:00 p.m.	907-271-2700
Teterboro, NJ	718-995-5426	8:00 a.m.-4:30 p.m.	201-288-1889
Washington Dulles Intl, DC	718-995-5426	8:00 a.m.-4:30 p.m.	571-323-6375
West Palm Beach, FL	404-305-5180	8:00 a.m.-4:30 p.m.	561-683-1867
Westchester Co, NY	718-995-5426	8:00 a.m.-4:30 p.m.	914-948-6520

*Facilities can be contacted through the Rgnl Duty Officer during non-business hours.

KEY to AERODROME FORECAST (TAF) and AVIATION ROUTINE WEATHER REPORT (METAR)

TAF KPIT 091730Z 091818 15005KT 5SM HZ.FEW020 WS010/31022KT
 FM1930 30015G25KT 3SM SHRA OVC015 TEMPO 2022 1/2SM +TSRA
 OVC008CB
 FM0100 27008KT 5SM SHRA BKN020 OVC040 PROB40 0407 1SM -RA BR
 FM1015 18005KT 6SM -SHRA OVC020 BECMG 1315 P6SM NSW SKC

METAR KPIT 091955Z COR 22015G25KT 3/4SM R28L/2600FT TSRA OVC010CB
 18/16 A2992 RMK SLP045 T01820159

Forecast	Explanation	Report
TAF	Message type: <u>TAF</u> -routine or <u>TAF AMD</u> -amended forecast, <u>METAR</u> -hourly, <u>SPECI</u> -special or <u>TESTM</u> -non-commissioned ASOS report	METAR
KPIT	ICAO location indicator	KPIT
091730Z	Issuance time: ALL times in UTC " <u>Z</u> ", 2-digit date, 4-digit time	091955Z
091818	Valid period: 2-digit date, 2-digit beginning, 2-digit ending times	COR
15005KT	In U.S. METAR : <u>COR</u> rected ob; or <u>AUTO</u> mated ob for automated report with no human intervention; omitted when observer logs on	22015G25KT
5SM	Wind: 3 digit true-north direction, nearest 10 degrees (or <u>VaRiaBle</u>); next 2-3 digits for speed and unit, <u>KT</u> (KMH or MPS); as needed, <u>Gust</u> and maximum speed; 00000KT for calm; for METAR , if direction varies 60 degrees or more, <u>Variability</u> appended, e.g. 180 <u>V260</u>	3/4SM
HZ	Prevailing visibility: in U.S., <u>Statute Miles</u> & fractions; above 6 miles in TAF <u>Plus6SM</u> . (Or, 4-digit minimum visibility in meters and as required, lowest value with direction)	R28L/2600FT
FEW020	Runway Visual Range: <u>R</u> ; 2-digit runway designator <u>Left</u> , <u>Center</u> , or <u>Right</u> as needed; <u>/</u> ; <u>Minus</u> or <u>Plus</u> in U.S., 4-digit value, <u>FeeT</u> in U.S., (usually meters elsewhere); 4-digit value <u>Variability</u> 4-digit value (and tendency <u>Down</u> , <u>Up</u> or <u>No</u> change)	TSRA OVC010CB
	Significant present, forecast and recent weather: see table (on back)	
	Cloud amount, height and type: <u>SKy</u> <u>Clear</u> 0/8, <u>FEW</u> >0/8-2/8, <u>SCaTered</u> 3/8-4/8, <u>BroKeN</u> 5/8-7/8, <u>OverCast</u> 8/8; 3-digit height in hundreds of ft; <u>Towering</u> <u>CUmulus</u> or <u>CumulonimBus</u> in METAR ; in TAF , only <u>CB</u> . <u>Vertical Visibility</u> for obscured sky and height "VV004". More than 1 layer may be reported or forecast. In automated METAR reports only, <u>CLeaR</u> for "clear below 12,000 feet"	
	Temperature: degrees Celsius; first 2 digits, temperature <u>/</u> last 2 digits, dew-point temperature; <u>Minus</u> for below zero, e.g., M06	18/16
	Altimeter setting: indicator and 4 digits; in U.S., <u>A</u> -inches and hundredths; (<u>Q</u> -hectoPascals, e.g., Q1013)	A2992

KEY to AERODROME FORECAST (TAF) and AVIATION ROUTINE WEATHER REPORT (METAR)

Forecast	Explanation	Report
WS010/31022KT	In U.S. TAF , non-convective low-level ($\leq 2,000$ ft) <u>Wind Shear</u> ; 3-digit height (hundreds of ft); <u>"_"</u> ; 3-digit wind direction and 2-3 digit wind speed above the indicated height, and unit, <u>KT</u> In METAR , <u>ReMark</u> indicator & remarks. For example: <u>Sea-Level Pressure</u> in hectoPascals & tenths, as shown: 1004.5 hPa; <u>Temp/dew-point</u> in tenths °C, as shown: temp. 18.2°C, dew-point 15.9°C	
FM1930	<u>FroM</u> and 2-digit hour and 2-digit minute beginning time: indicates significant change. Each FM starts on new line, indented 5 spaces.	RMK SLP045 T01820159
TEMPO 2022	TEMPO ry: changes expected for < 1 hour and in total, < half of 2-digit hour beginning and 2-digit hour ending time period	
PROB40 0407	PROB ability and 2-digit percent (30 or 40): probable condition during 2-digit hour beginning and 2-digit hour ending time period	
BECMG 1315	BECoMinG : change expected during 2-digit hour beginning and 2-digit hour ending time period	

Table of Significant Present, Forecast and Recent Weather - Grouped in categories and used in the order listed below; or as needed in TAF, No Significant Weather.

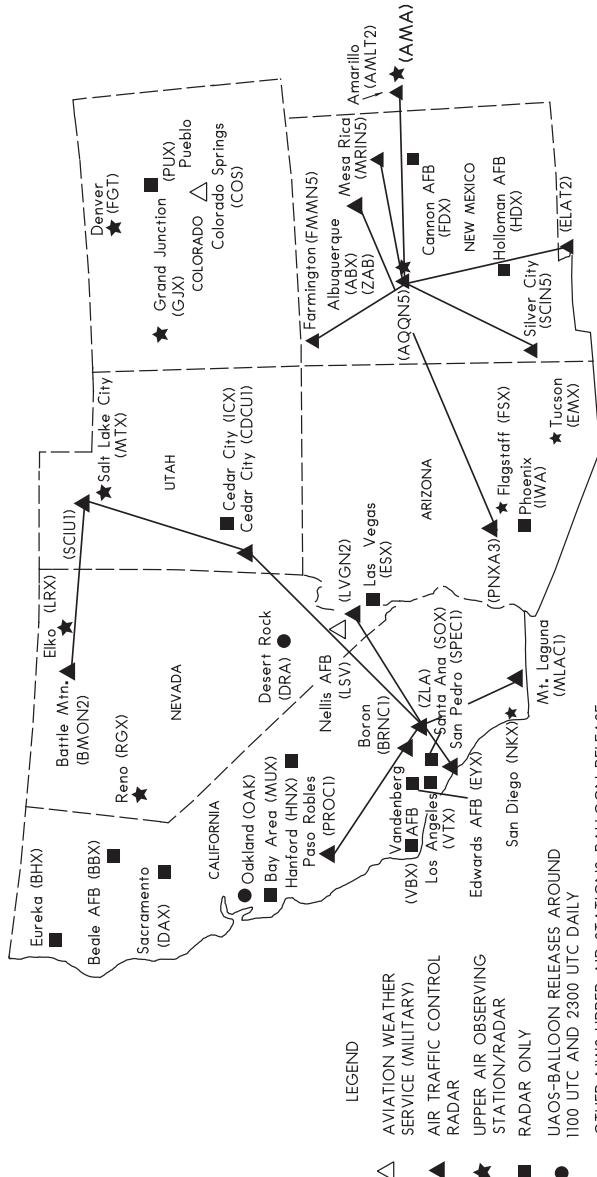
QUALIFIER			
Intensity or Proximity			
- Light	"no sign" Moderate	+ Heavy	
VC Vicinity: but not at aerodrome; in U.S. METAR , between 5 and 10SM of the point(s) of observation; in U.S. TAF , 5 to 10SM from center of runway complex (elsewhere within 8000m)			
Descriptor			
MI Shallow	BC Patches	PR Partial	TS Thunderstorm
BL Blowing	SH Showers	DR Drifting	FZ Freezing
WEATHER PHENOMENA			
Precipitation			
DZ Drizzle	RA Rain	SN Snow	SG Snow grains
IC Ice crystals	PL Ice pellets	GR Hail	GS Small hail/snow pellets
UP Unknown precipitation in automated observations			
Obscuration			
BR Mist ($\geq 5/8$ SM)	FG Fog ($<5/8$ SM)	FU Smoke	VA Volcanic ash
SA Sand	HZ Haze	PY Spray	DU Widespread dust
Other			
SQ Squall	SS Sandstorm	DS Duststorm	PO Well developed dust/sand whirls
FC Funnel cloud	+FC tornado/waterspout		

- Explanations in parentheses "()" indicate different worldwide practices.
- Ceiling is not specified; defined as the lowest broken or overcast layer, or the vertical visibility.
- NWS **TAFs** exclude turbulence, icing & temperature forecasts; NWS **METARS** exclude trend fcsts
- Although not used in US, Ceiling And Visibility OK replaces visibility, weather and clouds if: visibility ≥ 10 km; no cloud below 5000 ft (1500 m) or below the highest minimum sector altitude, whichever is greater and no CB; and no precipitation, TS, DS, SS, MIFG, DRDU, DRSA or DRSN.

UNITED STATES DEPARTMENT OF COMMERCE

NOAA/PA 96052 National Oceanic and Atmospheric Administration—National Weather Service

NATIONAL WEATHER SERVICE (NWS)
UPPER AIR OBSERVING STATIONS (UAOS)
AND
WEATHER RADAR NETWORK



NOTE: FOR RELEASE LATER THAN 1130 UTC AND 2330 UTC, AND FOR SPECIAL RELEASES AT OTHER THAN THE SCHEDULED HOURS, AN AERONAUTICAL INFORMATION MESSAGE WILL BE FILED.

Air Route Traffic Control Center frequencies and their remoted transmitter sites are listed below for the coverage of this volume. Bold face type indicates high altitude frequencies, light face type indicates low altitude frequencies. To insure unrestricted IFR operations within the high altitude enroute sectors, the use of 720 channel communications equipment (25 kHz channel spacing) is required.

⑧ALBUQUERQUE CENTER – 121.5 121.5 132.8 134.6 243.0 243.0 251.15 346.35**H-4 5-6-7,****L-5-6N-6S-7-8-10-15-17-19**Alamogordo – 132.65 **132.65** 257.6 **257.6**

(KZAB)

Amarillo Nr 1 – 127.85 285.475

Amarillo Nr 2 – **134.75** **239.25**Animas – 134.45 **133.0** 327.15 **281.5**

Carlsbad – 135.875 292.15

Childs Peak – **135.15** 126.45 125.25 **350.2** 307.3 288.3Clines Corner – **133.65** 132.8 125.075 346.35 **284.6** 269.475Douglas – 121.5 **121.5**El Paso/A/ – 135.875 **120.975** 292.15 **278.3**El Paso/B/ – 128.2 **125.525** 285.5 **269.45**Fort Stockton – 135.875 **120.975** 292.15 **278.3** 243.0 **243.0**Globe Nr 1 – **135.725** 132.9 **132.9** **339.8** 338.3 239.05 **239.05**Globe Nr 2 – **135.15** 133.85 132.35 **132.35** 125.4 353.9 **353.9** **350.2** 290.3 269.3 260.6Guadalupe Pass – 121.5 **121.5** 243.0 **243.0**Mount Dora – 133.05 127.85 285.475 **269.35**Prescott – **134.325** 128.45 127.675 121.5 **121.5** **312.0** 298.9 243.0 **243.0**

Raton – 132.8 346.35

Roswell – 132.65 **132.65** 353.6 **353.6** 259.2 **259.2** 257.6 **257.6** **256.7**

Sandia Mountain – 132.8 346.35

Silver City – 134.45 327.15 243.0 **243.0**

Tesuque Peak – 132.8 346.35

Truth Or Consequences – 128.2 121.5 **121.5** 285.5 243.0 **243.0**Tucson – 134.45 **133.0** 398.9 327.15 **281.5** 273.6 **273.6**Tucumcari – **132.325** **126.925** 126.85 **119.45** 353.55 285.6 267.9 **251.1**West Mesa – **134.6** 133.65 **133.65** 124.325 288.25 **284.6**Winslow – **128.125** 127.675 **317.75** 306.2Zuni – 132.9 **132.9** 124.325 121.5 **121.5** **120.55** 288.25 **285.4** 243.0 **243.0**

®DENVER CENTER	– 121.5 121.5 125.9 243.0 243.0 284.7H-1-2-3-4-5-6, L-8-9-10-11-12-13-14-15, A-2	(KZDV)
Abajo Peak	– 125.675 125.35 354.05 257.775	
Abajo Peak/A/	– 127.55	
Ainsworth	– 127.95 127.95 121.5 121.5 338.2 338.2	
Akron	– 121.5 121.5	
Alamosa	– 135.4 132.225 128.375 121.5 121.5 379.95 377.05 354.15	
Aspen	– 127.075 125.35 119.85 363.15 354.05 276.4	
Ault	– 120.575 227.125	
Brush/A/	– 133.95 133.95 317.55 317.55	
Brush/B/	– 118.475 118.475 225.4 225.4	
Casper	– 135.6 133.675 121.5 121.5 363.025 322.5 296.7 243.0 243.0	
Cherokee	– 132.1 132.1 254.35 254.35	
Cheyenne	– 134.575 133.175 125.9 350.3 307.1 284.7	
Colby	– 132.175 127.65 127.65 360.65 360.65 254.325	
Cortez	– 118.575 348.7	
Crawford	– 135.025 127.95 338.2 296.7 239.05	
Denver	– 133.4 132.85 128.65 126.875 377.175 353.65 306.9 296.7 282.2	
Denver/A/	– 126.5 126.5 371.85 371.85	
Denver/B/	– 119.85 119.85 363.15 363.15	
Durango	– 118.575 118.575 348.7 348.7	
Eastonville	– 128.375 379.95	
Farmington	– 133.425 125.675 121.5 121.5 118.575 363.05 348.7 257.775 243.0 243.0	
Goodland	– 132.7 132.7 121.5 121.5 379.15 379.15 226.675 226.675	
Grand Island West	– 132.7 132.7 296.7 226.675	
Grand Junction	– 121.5 121.5	
Grand Mesa	– 135.125 135.125 126.725 125.675 323.25 323.25 316.125 296.7 257.775	
Grand Mesa/A/	– 127.1	
Grand Mesa/B/	– 134.5 134.5 327.8 327.8	
Gunnison	– 133.525 127.075 124.5 350.25 319.0 276.4	
Hanksville	– 127.55 127.55 256.875	
Haxton	– 120.575 227.125	
Hayden	– 128.325 120.475 377.075 235.975	
Hayes Center	– 127.025 127.025 288.35 288.35	
Hill City	– 132.7 132.7 226.675 226.675	
Kremmling	– 128.65 282.2	
La Junta	– 133.4 132.225 379.95 377.175 370.925 354.15 346.25 243.0 243.0	
Lamar	– 121.5 121.5	
Laramie	– 125.9 125.9 284.7 284.7	
Loveland	– 121.5 121.5 243.0 243.0	
Lusk	– 135.6 135.6 363.025 363.025	
Medicine Bow	– 133.175 132.1 350.3 254.35	
Montrose	– 127.1 343.65	
North Plate	– 132.7 121.5 121.5 226.675	
O'Neill	– 135.025 239.05	
Ogallala	– 132.7 126.325 397.85 257.75 226.675	
Pueblo	– 128.375 379.95 377.05	
Rapid City	– 127.95 127.95 121.5 121.5 338.2 338.2	
Red Table Mtn	– 132.85 306.9	
Rifle	– 134.95 327.075	
Scottsbluff	– 127.95 127.95 121.5 121.5	
Sundance	– 135.6 133.675 127.95 363.025 338.2 322.5	
Trinidad	– 121.5 121.5	
Tuba City	– 132.875 127.55 125.675 118.225 353.95 335.65 296.7 256.875	
Walton Peak	– 126.5 371.85 371.85	

⑧FORT WORTH CENTER – 121.5	121.5	134.4	243.0	243.0	380.3	H-6, L-6N-6S-15-17-18-19-21-22, A-2	
Abilene –	134.25	127.45	317.7	290.55	290.3	282.2	(KZFW)
Ardmore –	132.975	124.75	121.5	121.5	351.85	323.0	243.0
Big Spring –	133.7	350.2					
Blue Ridge/A –	124.875	307.2					
Blue Ridge/B –	127.6	254.3					
Bonham –	124.875						
Brownwood –	127.45	346.3	290.3				
Cedar Creek –	135.75	126.725	379.25	298.85			
Childress –	121.5	121.5	243.0	243.0			
Clinton-Sherman –	132.45	128.4	126.3	363.1	339.8	269.37	
Cumby –	132.85	132.025	126.575	360.75	322.45	317.75	
Dalhart –	121.5	121.5	243.0	243.0			
Dublin –	128.325	351.9	290.55				
Dublin/A –	135.375	354.05					
Dublin/B –	127.15	314.05					
El Dorado –	128.2	121.5	121.5	272.75	269.1	243.0	243.0
Frankston –	135.25	134.025	265.1	227.4			
Gainesville –	126.775	124.75	328.4	323.0			
Hobbs –	133.1	298.95					
Jacksboro –	121.5	121.5					
Keller –	135.275	134.15	380.2	377.1	364.8		
Lubbock –	132.6	126.45	120.775	327.1	316.1	295.9	292.1
Marshall –	132.275	132.025	120.475	323.3	317.75	269.275	
Mc Alester –	135.45	132.2	121.5	121.5	338.35	257.925	243.0
Midland/A –	133.1	132.075	298.95	278.8			
Midland/B –	364.8	291.65					
Mineral Wells –	127.0	120.35	360.6	307.35			
Mineral Wells/A –	127.15	314.0					
Monroe –	126.325	346.25					
Oklahoma City –	133.9	132.45	363.1	298.9			
Paducah –	133.5	126.45	124.525	120.775	350.35	348.65	339.1
Paris –	134.475	352.05					
Plainview –	126.45	316.1					
San Angelo –	126.15	120.275	322.55	319.25			
Shreveport –	135.55	132.275	126.325	364.8	346.25	285.65	269.275
Snyder –	132.6	362.3					
Texarkana –	134.475	126.575	123.925	121.5	121.5	352.05	322.45
Tulsa –	364.8						
Tyler –	135.25	134.025	279.65	251.15			
Waco –	133.3	269.5					
Wichita Falls Nr 1 –	132.925	124.525	391.2	364.8	348.65	269.25	
Wichita Falls Nr 2 –	133.5	127.95	384.9	350.35	322.325	296.0	

⑧ LOS ANGELES CENTER – 121.5 121.5 243.0 243.0	H-3-4, L-3-4-5-7-8-9, A-2 (KZLA)
Bakersfield – 127.1 121.5 121.5 317.7	
Baldwin Hills – 132.85 369.9 369.9 322.4	
Barstow – 134.65 133.55 132.5 126.35 125.725 369.9 369.9 360.65 351.9 290.2 284.7 279.6	
Blythe – 134.475 127.525 121.5 121.5 371.85 269.05	
Cedar City – 135.55 135.25 127.35 124.2 369.9 369.9 346.3 343.6 299.2 257.675	
Daggett – 121.5 121.5	
Edom Hill – 133.75 126.7 353.65	
Gaviota – 121.5 121.5 369.9 243.0 243.0	
Julian – 127.525 126.775 371.85 307.8	
Keeler – 124.625 124.625 377.1 377.1	
Laguna – 128.6 128.15 125.65 125.65 121.5 121.5 119.95 369.9 354.1 346.4 346.4 291.7 285.6 277.4 243.0 243.0	
Lebec – 135.3 128.375 372.0 263.0	
Mount Potosi – 132.625 124.625 124.625 121.5 121.5 377.1 377.1 369.9 352.05 243.0 243.0	
Needles – 121.5 121.5 243.0 243.0	
Nelson – 134.65 128.075 127.35 124.85 124.2 118.025 360.65 346.3 343.6 323.2 319.2 317.4	
Ontario – 125.65 346.4	
Palmdale – 132.5 125.275 121.5 121.5 351.675 284.7 243.0 243.0	
Peach Springs – 128.075 323.2	
Pleasants Peak – 132.85 125.275 119.95 351.7 322.4 277.4	
Riverside – 126.385 290.2	
Saddle Peak – 132.6 125.8 351.8 307.1	
San Luis Obispo – 119.05 269.5	
Santa Barbara – 135.5 132.15 126.525 121.5 121.5 119.05 346.3 338.3 327.1 269.5	
Santa Catalina – 134.575 354.1	
Santa Maria – 121.9	
Seligman – 133.2 124.85 348.65 319.2	
Tonopah – 124.625 377.1	
Twenty-nine Palms – 133.2 128.15 126.35 121.5 121.5 348.65 290.2 285.6 243.0 243.0	
Whittier – 125.275 351.7	
Yuma – 126.775 307.8	

⑧ OAKLAND CENTER – 121.5 121.5 243.0 243.0	H-3-4, L-2-3-7-9-11, A-2 (KZOA)
Angels Camp – 134.375 132.95 127.95 125.85 121.25 119.75 327.0 322.55 316.1 296.7 296.7 284.6 281.5 257.85	
Bishop – 125.75 284.65	
Fallon – 134.45 128.8 121.5 121.5 296.7 296.7 285.5 269.3 243.0 243.0	
Ferndale – 134.15 134.15 355.6 355.6	
Fresno – 134.375 133.7 132.8 126.9 123.8 353.8 319.1 296.7 296.7 285.4 281.5 257.2	
Half Moon Bay – 134.15 134.15 127.45 125.45 119.475 357.6 355.6 355.6 307.3 225.4	
Hollister – 127.45 357.6	
Lovelock – 121.5 121.5	
Mina – 132.05 127.175 125.75 323.175 284.65 273.45	
Mount Tamalpais – 127.8 353.5 296.7	
Paso Robles – 121.5 121.5	
Priest – 134.55 133.7 132.8 128.7 319.1 307.0 290.5 285.4 257.2	
Red Bluff – 134.975 132.2 121.5 121.5 119.975 379.2 350.3 306.2	
Reno – 134.45 128.8 285.5 269.3	
Sacramento – 132.95 316.1 269.1 257.85	
San Luis Obispo – 128.7 307.0	
South Lake Tahoe – 134.3	
Squaw Valley – 127.95	
Tonopah – 132.05 125.75 284.65 273.45	
Ukiah – 134.975 132.2 127.8 121.5 121.5 119.975 379.2 353.5 350.3 306.2	

(R)SALT LAKE CITY CENTER - 121.5 121.5 243.0 243.0

H-1-2-3, L-9-11-12-13-14

(KZLC)

Ashton - 132.4 128.35 128.35 338.3 239.25 239.25
 Baker - 128.05 121.5 121.5 306.95
 Battle Mountain - 132.25 128.725 352.0 338.35 243.0 243.0
 Big Piney - 128.35 128.35 121.5 121.5 239.25 239.25
 Billings - 127.75 127.75 351.9 351.9
 Blackfoot - 128.35 128.35 364.8 239.25 239.25
 Bliss - 128.55 121.15 118.05 379.1 363.0
 Boise - 118.05 363.0 269.05 243.0 243.0
 Boysen - 133.25 133.25 364.8 353.5 353.5 285.6 285.6
 Bozeman - 132.4 132.4 121.5 121.5 338.3 338.3
 Bozeman A - 118.975 226.675
 Bryce Canyon - 133.6 121.5 121.5 269.25
 Burley - 118.05 363.0
 Burns - 121.5 121.5
 Butte - 133.4 132.4 132.4 364.8 338.3 338.3 285.4
 Cascade - 121.15 399.0
 Cedar City - 125.575 121.5 121.5 379.275 364.8 243.0 243.0
 Conners - 121.5 121.5
 Coppertown - 121.5 121.5
 Cut Back - 121.5 121.5
 Delta - 127.825 125.575 120.275 379.275 370.85 269.275 239.025
 Elko - 132.25 128.725 121.5 121.5 364.8 352.0 338.35
 Ely - 133.45 121.5 121.5 317.625
 Fairfield - 135.775 133.9 127.825 370.85 257.7 239.025
 Fort Bridger - 121.5 121.5
 Francis Peak - 135.775 127.7 119.95 377.15 364.8 354.125 257.7
 Glasgow - 126.85 126.85 121.5 121.5 305.2 305.2
 Grassy Mountain - 128.55 128.55 269.175 269.175
 Great Falls - 133.4 119.75 285.4 251.15
 Green River - 124.35 124.35 353.5 353.5
 Hanksville - 133.6 269.25
 Idaho Falls - 121.5 121.5
 Jackson - 133.25 133.25 285.6 285.6
 Judith Mountain - 133.4 126.85 121.5 121.5 305.2 285.4
 Lakeside - 127.075 119.75 251.15 244.875
 Livingston - 118.975 226.675
 Livingston A - 119.55 235.775
 Lovell - 133.25 133.25 127.75 127.75 351.9 351.9 285.6 285.6
 Malad City - 133.8 127.7 125.925 379.25 354.125 350.35
 Miles City - 132.425 126.85 121.5 121.5 364.8 317.45 305.2
 Miller Peak - 127.075 121.5 121.5 244.875
 Miller Peak A - 119.75 119.75
 Miller Peak B - 251.15 251.15
 Myton - 135.775 119.95 119.95 377.15 377.15 257.7
 Rock Springs 2 - 121.5 121.5
 Rome - 128.05 121.15 379.1 306.95
 Salmon - 132.4 132.4 121.5 121.5 338.3 338.3
 Sheridan - 127.75 127.75 121.5 121.5 351.9 351.9
 Squaw Butte - 128.05 121.15 379.1 364.8 306.95
 Sunnyside - 133.9 127.925 370.85 348.725
 Tonopah - 134.525 133.45 121.5 121.5 327.05 317.625 243.0 243.0
 Watford City - 126.85 126.85 305.2 305.2
 Wilson Creek - 134.525 133.45 127.925 348.725 327.05 317.625
 Winnemucca - 132.25 121.5 121.5 380.05 338.35
 Worland - 121.5 121.5

⑧SEATTLE CENTER – 121.5 121.5 243.0	243.0	H-1-3, L-1-2-11-13 (KZSE)
Antelope Mountain – 124.85 306.3		
Arcata – 124.85 121.5	121.5 306.3	
Badger Mountain – 134.95 134.95	127.05 127.05 121.5	121.5 353.9 353.9 270.3 270.3 243.0 243.0
Beacon Hill – 127.05	127.05 120.3	120.3 353.9 273.6 273.6
Bellingham – 121.5 121.5		
Cottonwood – 123.95 290.55		
Crescent City – 121.5 121.5		
Ellensburg – 121.5 121.5		
Ephrata – 121.5 121.5		
Ferndale – 135.15 124.85	360.7 306.3	
Hoquiam – 128.3 121.5	121.5 269.0	
Horton – 132.075 127.55	125.8 291.7 257.65	254.35 243.0 243.0 239.0
Kimberly – 135.45 281.4		
King Mountain – 135.15 127.55	124.85 360.7 306.3	254.35
Klamath Falls – 134.9 127.6	346.35 263.05	
Klickitat – 135.45 126.6	126.6 121.5	121.5 119.65 343.6 343.6 281.4 257.6
Lakeside – 123.95 290.55		
Lakeview – 135.35 127.6	346.35 335.55 243.0	243.0
Larch Mountain – 128.3	128.3 126.6	126.6 343.6 343.6 269.0 269.0
Marlin – 126.1 291.6		
Medford – 121.5 121.5	243.0 243.0	
Mohler – 128.45 307.8		
Mt Brynon – 121.5 121.5		
Mullan Pass – 128.45 307.8		
Nassel – 124.2 317.6		
North Bend – 121.5 121.5		
Redmond – 135.35 134.9	128.15 126.15	121.5 121.5 121.35 335.55 279.6 269.475 263.05 257.75
	243.0 243.0	
Rex-Parrett – 121.35 279.6		
Scappoose – 128.15 124.2	317.6 257.75	
Spokane – 123.95 119.225	335.5 290.55	243.0 243.0
Tatoosh – 125.1 125.1	319.2 319.2	243.0 243.0
Walla Walla – 121.5 121.5		
Walla Walla – 132.6 121.5	121.5 321.3	269.35 243.0 243.0
Wenatchee – 126.1		
Whidbey Island – 134.95 125.1	125.1 319.2 319.2	270.3 270.3
Yakima – 132.6 120.3	120.3 273.6	273.6 269.35

VHF frequencies available at Flight Service Stations and at their remote communication outlets (RCO's) are listed below for the coverage of this volume. 'T' indicates transmit only and 'R' indicates receive only. RCO's available at NAVAID's are listed after the NAVAID name. RCO's not at NAVAID's are listed by name.

ALBUQUERQUE RADIO

ALAMOGORDO RCO 122.15
ALBUQUERQUE RCO 122.55 255.4
ANIMAS RCO 122.5
ANTON CHICO VORTAC 117.8T 122.1R
CARLSBAD RCO 122.65 255.4
CIMARRON VORTAC 116.4T 122.1R
CLINES CORNERS RCO 122.3
CLOVIS RCO 122.5
CONCHAS LAKE RCO 122.6
CORONA VORTAC 115.5T 122.1R
DEMING RCO 122.2 255.4
EL PASO RCO 122.55 255.4
FARMINGTON RCO 122.4 255.4
GALLUP RCO 122.6 255.4
GALLUP VORTAC 115.1T 122.1R
GUADALUPE PASS RCO 122.35 255.4
HOBBS RCO 122.2
LAS VEGAS RCO 122.6 255.4
ROSWELL RCO 122.45 255.4
RUIDOSO RCO 122.25
SANTA FE RCO 122.2 255.4
SILVER CITY RCO 122.3
SILVER CITY VOR/DME 110.8T 122.1R
SOCORRO VORTAC 116.8T 122.1R
TAOS RCO 122.25
TAOS VORTAC 115.8T 122.1R
TRUTH OR CONSEQUENCES RCO 122.2 255.4
TUCUMCARI VORTAC 122.35 255.4
WEST MESA RCO 122.5
ZUNI RCO 122.05 255.4

CEDAR CITY RADIO

ABAJO PEAK RCO 122.55
BONNEVILLE VORTAC 112.3T 122.1R
BRYCE CANYON RCO 122.2
BULLFROG BASIN RCO 122.4
CARBON VOR/DME 122.2
CEDAR CITY RCO 122.3
CEDAR CITY RCO 122.2 255.4
DELLE RCO 122.5
DELTA VORTAC 122.55
FAIRFIELD RCO 122.25
FRANCIS PEAK RCO 122.2
HANKSVILLE VORTAC 122.65
LUCIN VORTAC 113.6T 122.1R
MILFORD VORTAC 112.1T 122.1R
MOAB RCO 122.3
MYTON VOR/DME 112.7T 122.1R
OGDEN RCO 122.45
PROVO RCO 122.6
RICHFIELD RCO 122.5
SALT LAKE CITY RCO 122.4 255.4
ST GEORGE RCO 122.5
SUNNYSIDE RCO 122.5
VERNAL RCO 122.35

DENVER RADIO

AKRON RCO 122.2
ALAMOSA RCO 122.3
ALAMOSA VORTAC 122.15
BADGER MOUNTAIN RCO 122.2
BLACK FOREST VOR/DME 122.25
BLUE MESA RCO 122.55
CORTEZ RCO 122.3
DENVER RCO 122.4
DENVER RCO 122.2 255.4
DOUGLAS CREEK RCO 122.4
DOVE CREEK VORTAC 122.5
DURANGO RCO 122.6
DURANGO VOR/DME 122.35
EAGLE RCO 122.2
FORT COLLINS/LOVELAND RCO 122.4
GILL VOR/DME 122.65
GLENWOOD SPRINGS RCO 122.2
GRAND JUNCTION RCO 122.6
GRAND MESA RCO 122.2 255.4
GREENHORN RCO 122.5
HAYDEN RCO 122.25
KREMLING RCO 122.3
LA JUNTA RCO 122.6 255.4
LIMON RCO 122.3
MEEKER RCO 122.15
MONROSE RCO 122.65
PUEBLO RCO 122.2
RANGELY RCO 122.65
RED TABLE MOUNTAIN RCO 122.4
RIFLE RCO 122.5
STEAMBOAT SPRINGS RCO 122.2
TELLURIDE RCO 122.15
TRINIDAD RCO 255.4
TRINIDAD RCO 122.2

HAWTHORNE RADIO

FILLMORE VORTAC 112.5T 122.1R
GUADALUPE VOR 113.05T 122.1R
LAKE HUGHES RCO 122.3
PASO ROBLES RCO 122.4 255.4
SADDLE PEAK RCO 255.4
SAN LUIS OBISPO RCO 122.4
SAN MARCUS VORTAC 114.9T 122.1R
SANTA BARBARA RCO 122.3 255.4

OAKLAND RADIO 10057 CENTRAL EAST PACIFIC FAMILY ONE 11282 CENTRAL EAST PACIFIC FAMILY TWO 13288

CENTRAL EAST PACIFIC FAMILY ONE 13288 CENTRAL EAST PACIFIC FAMILY TWO 17904 CENTRAL EAST PACIFIC
FAMILY ONE 17904 CENTRAL EAST PACIFIC FAMILY TWO 2869 CENTRAL EAST PACIFIC TWO 3413 CENTRAL EAST
PACIFIC FAMILY ONE 5547 CENTRAL EAST PACIFIC FAMILY ONE 5547 CENTRAL EAST PACIFIC TWO 6673 CENTRAL
EAST PACIFIC FAMILY TWO 8843 CENTRAL EAST PACIFIC ONE
ARCATA RCO 122.6 255.4
BIG SUR RCO 122.2
CRESCENT CITY RCO 122.3
FERNDALE RCO 122.5
FRIANT RCO 122.5
GARBERVILLE RCO 122.3
MOUNTAIN VIEW RCO 122.5
OAKLAND RCO 122.5 255.4
POINT ARENA RCO 122.6
POINT REYES RCO 122.3
SALINAS RCO 122.6 255.4
UKIAH RCO 122.35
UKIAH RCO 122.2

PREScott RADIO

AJO RCO 122.2
BAGDAD RCO 122.5
BISBEE RCO 122.4
BLACK METAL PEAK RCO 122.55
BUCKEYE VORTAC 110.6T 122.1R
COTTONWOOD RCO 122.3
DOUGLAS RCO 122.6 255.4
FLAGSTAFF VOR/DME 113.85T 123.65R
GILA BEND VORTAC 116.6T 122.1R
GLOBE RCO 122.5
GRAND CANYON RCO 122.4
HUMBOLDT MOUNTAIN RCO 122.6
KINGMAN VOR/DME 108.8T 122.1R
MOUNT LEMMON RCO 122.4
NEEDLES VORTAC 115.2T 122.1R
NOGALES VOR/DME 122.4
PAGE RCO 122.6
PEACH SPRINGS VOR/DME 122.25
PHOENIX RCO 122.2 255.4
PREScott RCO 122.2 255.4
SELIGMAN RCO 122.6
ST. JOHNS VORTAC 112.3T 122.1R
STANFIELD VORTAC 114.8T 122.1R
TUBA CITY VORTAC 113.5T 122.05R
TUCSON RCO 122.2 255.4
WINSLOW RCO 122.6 255.4
YUMA RCO 122.2

RANCHO MURIETA RADIO

ANGELS CAMP RCO 122.3
ANTELOPE MTN RCO 122.4 255.4
BAKERSFIELD RCO 255.4
FALL RIVER MILLS RCO 122.4
FELLOWS VOR/DME 117.5T 122.1R
FORT JONES VOR/DME 122.2
FRESNO RCO 255.4
GORMAN VORTAC 116.1T 122.1R
HANGTOWN VOR/DME 115.5T 122.1R
MARYSVILLE VOR/DME 110.8T 122.1R 122.6
MODESTO VOR/DME 114.6T 122.1R
PANOCHE VORTAC 112.6T 122.1R
QUINCY RCO 122.4
RED BLUFF RCO 122.4 255.4
REDDING VOR/DME 108.4T 122.1R
SACRAMENTO RCO 122.2 255.4
SACRAMENTO RCO 122.05
SACRAMENTO RCO 122.5
SHAFTER VORTAC 122.5
STOCKTON RCO 122.65 255.4
TULE VOR/DME 116.25T 122.1R
WEAVERVILLE RCO 122.4

RENO RADIO

BATTLE MOUNTAIN RCO 122.65
BEATTY VORTAC 114.7T 122.1R
COALDALE VORTAC 117.7T 122.1R
CURRANT RCO 122.3
ELKO RCO 122.6 255.4
ELY RCO 122.2 255.4
EUREKA RCO 122.3
HAZEN VORTAC 114.1T 122.1R
JACKPOT RCO 122.5
LAS VEGAS RCO 122.4 255.4
LOVELOCK RCO 122.4 255.4
MINA VORTAC 115.1T 122.1R
MORMON MESA VORTAC 114.3T 122.1R
MOUNT POTOSI RCO 122.6
RENO RCO 122.5
RENO RCO 122.2 255.4
SOD HOUSE VORTAC 122.6
SQUAW VALLEY RCO 122.5
TONOPAH RCO 122.5 255.4
WELLS VOR/DME 114.65T 122.1R
WILSON CREEK RCO 122.6
WILSON CREEK VORTAC 116.3T 122.1R
WINNEMUCCA RCO 122.3

RIVERSIDE RADIO

BARSTOW RCO 122.3
BISHOP VOR/DME 122.6
BLYTHE RCO 122.4 255.4
DAGGETT RCO 122.2 255.4
FURNACE CREEK RCO 122.2 255.4
GOFFS VORTAC 114.4T 122.05R
HECTOR VORTAC 112.7T 122.1R
MAMMOTH LAKES RCO 122.15
NEEDLES RCO 122.2 255.4
PALM SPRINGS VORTAC 115.5T 122.1R
PARKER VORTAC 117.9T 122.1R
PEARLBLOSSOM RCO 122.2 255.4
RAND MOUNTAIN RCO 122.4
RIVERSIDE RCO 122.2 255.4
SANTA ANA RCO 122.45
THERMAL RCO 122.3 255.4
TWENTYNINE PALMS VORTAC 114.2T 122.1R

SAN DIEGO RADIO

BARD VORTAC 116.8T 122.1R
IMPERIAL RCO 122.5 255.4
IMPERIAL VORTAC 115.9T 122.1R
JULIAN RCO 122.6
MONTGOMERY RCO 122.2 255.4
OCEANSIDE VORTAC 115.3T 122.1R

The use of VOR airborne and ground checkpoints is explained in Aeronautical Information Manual, Basic Flight Information and ATC Procedures.

NOTE: Under columns headed "Type of Checkpoint" & "Type of VOT Facility" G stands for ground. A/ stands for airborne followed by figures (2300) or (1000-3000) indicating the altitudes above mean sea level at which the check should be conducted. Facilities are listed in alphabetical order, in the state where the checkpoints or VOTs are located.

ARIZONA VOR RECEIVER CHECKPOINTS

Facility Name (Airport Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag.	Dist. from Fac. N.M.	Checkpoint Description
Kingman (Kingman)	108.8/IGM	G	220	1.0	Ctr r/u area apch end Rwy 03.
Libby (Sierra Vista Muni/Libby AAF)	113.6/FHU	G	80	1.3	Runup area Twy G at Rwy 26 end.
Page (Page Muni).....	117.6/PGA	G	168	0.8	Twy A runup nr Rwy 33.
Tucson (Tucson Intl).....	116.0/TUS	G	318	0.7	On runup pad NE of Twy A17.
Willie (Phoenix-Mesa Gateway).....	113.3/IWA	G	299	1.4	On Twy G between Rwy 12R and Rwy 12C.
	113.3/IWA	G	124	0.6	On Twy P runup area 30C

VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type, VOT Facility	Remarks
Phoenix Sky Harbor Intl	109.0	G	
Prescott (Prescott Rgnl-Ernest A. Love Fld)	110.0	G	

CALIFORNIA VOR RECEIVER CHECKPOINTS

Facility Name (Airport Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag.	Dist. from Fac. N.M.	Checkpoint Description
Arcata (Arcata)	115.05/ACV	G	148	0.8	At apch end Rwy 32 runup area.
Lake Hughes (General Wm J. Fox Afld)	114.35/LHS	G	065	18.1	On the main ramp at East terminal gas pit.
Los Alamitos AAF	115.7/SLI	G	016	0.8	Runup area Rwy 22R.
	115.7/SLI	G	028	1.1	Runup area Rwy 22L.
	115.7/SLI	G	284	0.5	Twy C at Rwy 4R.
Modesto (Modesto City-Co-Harry Sham Fld)	114.6/MOD	G	093	0.6	On ramp area next to intersection of Taxiways A and A1.
Paso Robles (Paso Robles Muni)	114.3/PRB	G	247	0.4	Transient parking ramp front of terminal.
Redding (Redding Muni)	108.4/RDD	G	308	0.5	On North end of transient ramp.
Sacramento (McClellan Airfield)	109.2/MCC	G	358	0.9	Twy A at AER 16.
	109.2/MCC	G	015	0.4	On Taxiway B.
Salinas (Salinas Muni)	117.3/SNS	G	247	0.4	Intersection of Twys C and D.
San Jose (Norman Y. Mineta San Jose Intl)	114.1/SJC	G	125	1.4	On runup area Twy W and D.
Santa Barbara (Santa Barbara Muni)	114.9/RZS	G	197	5.8	At intersection of Twy D and H.
Thermal (Jacqueline Cochran Rgnl)	116.2/TRM	G	329	0.3	On centerline of twy 375' in front of hangar.
Van Nuys	113.1/VNY	G	169	0.5	At intersection of Twy D and Twy A.
	113.1/VNY	G	161	1.6	On West runup area Rwy 34L.

VOR RECEIVER CHECKPOINTS and VOR TEST FACILITIES

Facility Name (Airport Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag.	Dist. from Fac. N.M.	Checkpoint Description
Ventura (Camarillo)	108.2/VTU	G	330	6.1	Runup Rwy 26.
	108.2/VTU	G	320	6.5	Runup Rwy 08.
Ventura (Oxnard)	108.2/VTU	G	289	9.0	On parallel Twy W of Rwy 25 runup area.
Woodside (Hayward Executive)	113.9/OSI	G	009	17.7	Runup area Rwy 28L.

VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type, VOT Facility	Remarks
Bakersfield (Meadows Fld)	111.2	G	
Hawthorne (Jack Northrop Fld/Hawthorne Muni)	113.9	G	Unusable on South taxiway.
Long Beach (Daugherty Field)	113.9	G	Unuse all areas except abeam runup Rwy 26L on Twy J, runup Rwy 26R.
Los Angeles Intl	113.9	G	Unusable all areas except intersection of Twy C and Twy C10.
Sacramento Executive	111.4	G	
Sacramento Intl	111.4	G	
San Diego (EL Cajon) (Gillespie Fld)	110.0	G	
San Diego (Mount Soledad) (San Diego Intl)	109.0	G	Unusable all areas except Twy B4.
San Diego (Mount Soledad) (Montgomery)	109.0	G	Unusable all areas except runup areas for Rwyos 05, 28L, 28R.
San Diego (Mount Soledad) (North Island NAS (Halsey Fld))	109.0	G	Unusable all areas except runup areas for Rwyos 18 and 29.
San Francisco Intl	111.0	G	
Santa Ana (John Wayne Airport/Orange Co)	110.0	G	
Torrance (Zamperini Fld)	113.9	G	

COLORADO
VOR RECEIVER CHECKPOINTS

Facility Name (Airport Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag.	Dist. from Fac. N.M.	Checkpoint Description
Durango (Durango-La Plata Co)	116.55/DRO	G	215	1.0	Runup area Rwy 03.
Pueblo (Pueblo Meml)	116.7/PUB	G	254	3.8	Cir on pad so side AER 08R.

VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type, VOT Facility	Remarks
Colorado Springs	110.4	G	
Denver (Centennial)	108.2	G	
Denver International	110.0	G	VOT unusable in terminal area N of Twy AA to Twy BN and W Twy L to Twy F.

NEVADA

VOR RECEIVER CHECKPOINTS

Facility Name (Airport Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag.	Dist. from Fac. N.M.	Checkpoint Description
Ely (Ely Arpt/Yelland Fld)	110.6/ELY	G	059	0.6	On NE side of Twy A2 prior to intxn with Twy A.
Winnemucca Muni	108.2/I NA	G	134	0.8	Runup area Rwy 32.

VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type, VOT Facility	Remarks
Las Vegas (North Las Vegas)	108.2	G	

NEW MEXICO

VOR RECEIVER CHECKPOINTS

Facility Name (Airport Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag.	Dist. from Fac. N.M.	Checkpoint Description
Roswell (Roswell Air Center)	116.1/CME	G	100	5.2	On middle W ramp adj to twy.
Silver City (Grant Co)	110.8/SVC	G	100	0.9	Twy entrance to Rwy 26 west of AER.
Truth or Consequences (Truth or Consequences Muni)	112.7/TCS	G	154	3.1	On Twy A 2000 ft from AER 31.
Tucumcari (Tucumcari Muni)	113.6/TCC	G	258	0.5	100 ft in front of terminal on twy.

VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type, VOT Facility	Remarks
Albuquerque Intl. Sunport	111.0	G	VOT unusable North of Rwy 08-26.

UTAH

VOR RECEIVER CHECKPOINTS

Facility Name (Airport Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag.	Dist. from Fac. N.M.	Checkpoint Description
Provo (Provo Muni)	108.4/PVU	G	180	0.4	Runup area Twy D.
	108.4/PVU	G	331	0.7	Runup area Twy B.
St. George (St. George Rgnl)	108.6/UTI	G	005	1.9	Runup area Twy B1.
	108.6/UTI	G	011	1.9	Runup area Twy A1.

VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type, VOT Facility	Remarks
Salt Lake City Int'l	111.0	G	

PARACHUTE JUMPING AREAS

The following tabulation lists all reported parachute jumping areas in the area of coverage of this directory. Unless otherwise indicated, all activities are conducted during daylight hours and under VFR conditions. NOTAM D's may be issued to advise users of specific dates and times if outside the times /altitudes that are published. The busiest periods of activity are normally on weekends and holidays, but jumps can be expected at anytime during the week at the locations listed. Parachute jumping areas within restricted airspace are not listed.

All times are local and altitudes MSL unless otherwise specified.

Contact facility and frequency is listed at the end of the remarks, when available, in bold face type.

Refer to Federal Aviation Regulations Part 105 for required procedures relating to parachute jumping.

Organizations desiring listing of their jumping activities in this publication should contact Flight Service, tower, or ARTCC.

Qualified parachute jumping areas will be depicted on the appropriate visual chart(s).

Note: (c) in this publication indicates that the parachute jumping area is charted.

To qualify for charting, a jump area must meet the following criteria:

- (1) Been in operation for at least 1 year.
- (2) Log 1,000 or more jumps each year.

In addition, parachute jumping areas can be nominated by FAA Regions if special circumstances require charting.

LOCATION	DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC OR GEOGRAPHIC COORDINATES	MAXIMUM ALTITUDE	REMARKS
ARIZONA			
(c) Boulder City, White Hills Skydive	39 NM; 108° Las Vegas	10,000	5 NM radius. Tuesday, Wednesday, Friday and Saturday, 6am until 1pm. LAS VEGAS TRACON 118.4.
(c) Buckeye Muni	8 NM; 089° Buckeye.....	14,000	2 NM radius. Daily SR-2 hours after SS.
(c) Bullhead City, Eagle Airpark ...	10 NM; 300° Needles	15,000	3 NM radius. Daily 0645-1835.
(c) Casa Grande Muni	9 NM; 041° Stanfield	12,000 AGL	2 NM radius. Daily 0600-1700.
(c) Coolidge Muni	25 NM; 070° Stanfield	17,999	15 NM radius. Daily. High altitude, full canopy, free fall, and low level combat parachute jumping. Large military transports in vicinity of apt. ALBUQUERQUE ARTCC (ZAB) 125.25.
(c) Cottonwood Arpt.....	22 NM; 072° Drake	14,000	Continuous during dalgt hrs. Albuquerque Center 124.5
(c) Eloy Muni	17 NM; 094° Stanfield	17,999	10 NM radius. Continuous 24 hrs (ctc unicorn for PAJA advisories) other altitudes by NOTAM. ALBUQUERQUE ARTCC (ZAB) 125.25.
Kingman Arpt	25 NM; 334° Kingman	12,000	5 NM radius. Daily SR-SS.
(c) Laguna AAF/Yuma Proving Ground.....	11.8 NM; 048° Bard.....	25,000	5 NM radius. Continuous 24 hrs.
(c) Marana Rgnl	25 NM; 308° Tucson	17,999	15 NM radius. Continuous. Tucson Tower 125.1
(c) Marana, Pinal Airpark	33 NM; 308° Tucson	25,000	15 NM radius. Continuous.
(c) Maricopa, Hidden Valley Drop Zone	16.7 NM; 295° Stanfield	13,500 MSL	3 NM radius. Daily 0700-2000. PHOENIX TRACON (P50) 124.9.
(c) Mobile, Bishop Airfield, Bishop Airfield Drop Zone	22.7 NM; 295° Stanfield	17,999	3.5 NM radius. Continuous 24 hrs. PHOENIX TRACON (P50) 124.9.
(c) Sawtooth Arpt	17.71 NM; 127° Stanfield	17,999	10 NM radius. Continuous 24 hrs. ALBUQUERQUE ARTCC (ZAB) 125.25.
Sierra Vista/Fort Huachuca	3.5 NM; 117° Libby.....	8,000	0.25 NM radius. Saturday.
(c) Tusayan, Grand Canyon National Park Arpt, Grand Canyon DZ	1 NM; 184° Grand Canyon.....	17,500	2 NM radius. SR-SS. GRAND CANYON ARTCC (GCN) 119.0. LOS ANGELES ARTCC (ZLA) 124.85
White Hills, Last Stop Travel Center.....	25 NM; 116° Boulder City.....	10,000	3 NM radius. Tuesday, Wednesday, Friday, Saturday 0600-1300 Icl. Drop zone for helicopter use only. LAS VEGAS TRACON (L30) 125.475.
Yuma/Yuma Proving Ground.....	13 NM; 027° Bard.....	40,000	1 NM radius. SR-SS, Mon-Fri. Drop zones at this location- Green, Phillips, Red.

PARACHUTE JUMPING AREAS

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LOCATION	DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC OR GEOGRAPHIC COORDINATES	MAXIMUM ALTITUDE	REMARKS
CALIFORNIA			
Apple Valley Arpt.....	10 NM; 073° Victorville	15,000	2 NM radius. Daily SR-SS.
(c) Banning Arpt.....	18.9 NM; 048° Homeland.....	14,500	2 NM radius. Daily SR-SS. Drops announced on CTAF 122.8. Southern California Tracon (SCT) 134.0.
(c) Bakersfield, San Joaquin Valley Arpt.....	23.21 NM; 163° Shafter.....	14,000	2 NM radius. Daily SR-SS. Meadows Fld ATCT TRACON 112.975.
(c) Blythe Arpt	2.6 NM; 044° Blythe	24,999	10 NM radius. Continuous 24 hrs. Parachute training high and low levels all hrs NE quad of arpt. LOS ANGELES ARTCC (ZLA) 128.15.
(c) Birkland's Ranch	12.5 NM; 339° Redding	3,900	3 NM radius. May 1 thru Nov 1 yearly.
(c) Byron Arpt.....	33 NM; 227° Linden	15,000	1 NM radius. Daily SR-SS.
(c) California City Muni Arpt.....	30 NM; 348° Palmdale.....	17,500	Daily SR-SS.
(c) Camarillo Arpt	8.4 NM; 000° Ventura	14,000	1 NM radius, usually bld 10,000', SR-SS; Listen for 1-minute call on Camarillo Twr freq.
Camp Pendleton	At field	4,500	Continuous. All drops made in maneuver area 1200-4500, East half of V-23/V165 btm San Clemente and Oceanside.
Camp Park.....	16 NM; 075° Oakland	10,000	0.5 NM radius.
(c) Cloverdale Muni Arpt.....	21.4 NM; 126° Mendocino	12,500	1 NM radius. Mon-Sun 0800-2100. OAKLAND ARTCC (ZOA) 119.75
(c) Davis/Woodland/Winters, Yolo Co	16.5 NM; 283° Sacramento	13,500	3 NM radius. Daily SR-2300.
El Centro NAF	At field	40,000	0700-1600 Mon-Fri.
(c) Fall River Mills Arpt	34.4 NM; 063° Redding	8,700	2 NM radius. Daily May 1-Nov 30.
Fort Irwin.....	20 NM; 338° Daggett	10,000	Weekends, holidays and occasional weekdays.
(c) Hemet/Diamond Valley	12.5 NM; 107° Homeland	14,000	3 NM radius. Wed-Fri 0900-SS, Sat-Sun 0800-SS, other days and times by request.
(c) Lake Elsinore, Skylark Arpt	10.3 NM; 199° Homeland	14,000	1 NM radius. Daily 0800-SS. Southern California Tracon (SCT) 134.0.
(c) Lincoln Rgn/Karl Harder Fld	14.7 NM; 353° McClellan	15,000	Daily 0800-SS.
(c) Lodi Arpt.....	15 NM; 285° Linden	15,000	1 NM radius. Continuous 24 hrs. Other altitudes by NOTAM.
(c) Lompoc Arpt.....	20 NM; 277° Gaviota	17,999	4 NM radius. SR-30 min after SS, exc Christmas day.
Los Alamitos AAF	At field	1,500 AGL	Weekends and occasional weekdays.
(c) Madera Muni Arpt.....	25.8 NM; 236° Friant.....	15,000	3 NM radius. Daily SR-1 hour after SS. Fresno Yosemite Int'l ATCT-TRACON (FAT) 119.6.
(c) Marina Muni.....	7.6 NM; 259° Salinas.....	12,500	0.5 NM radius. SR-SS Sat and Sun.
(c) Mariposa-Yosemite	24.5 NM; 030° El Nido	Unrestricted	3 NM radius. SR-SS, OAKLAND ARTCC (ZOA) 119.75
(c) Oceano, Co. Arpt	11 NM, 140° Morro Bay	13,500	3 NM radius. Daily 0700-2000.
(c) Oceanside, Bob Maxwell Memorial Airfield	3.6 NM; 097° Oceanside	13,500	1.5 NM radius. Daily SR-SS. LOS ANGELES ARTCC 121.1.
(c) Novato (Gnoss Jump Zone)	9.1 NM; 240° Scaggs Island.....	9,500	2 NM radius. Daily 0800-1800. Oakland ARTCC 127.8.
Palm Springs.....	12 NM; 130° Palm Springs	14,000	1 NM radius. Daily SR-SS.
(c) Perris Valley Arpt.....	1 NM; 220° Homeland	14,500	Daily SR-SS.
(c) Salinas, Davis Road Drop Zone	6 NM; 235° Salinas.....	18,000	1 NM radius. Daily 0500-1900.

PARACHUTE JUMPING AREAS

LOCATION	DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC OR GEOGRAPHIC COORDINATES	MAXIMUM ALTITUDE	REMARKS
(c) San Diego, Beiriger Drop Zone	11.5 NM; 192° Mission Bay	2,800	1 NM radius. Continuous. Altitudes above 2800'–15000' MSL avbl upon request, (ctc SOCAL prior to entering Class B airspace).
(c) San Diego, Brown Fld Muni	2.3 NM 157° Poggi	14,000	2 NM radius. Mon-Fri 0800–1800.
(c) San Diego, Lilly Ann Drop Zone	7 NM; 136° Mission Bay	2,800	1 NM radius. Daily SR-SS. Altitudes above 2800'–3300' MSL avbl upon request, (ctc SOCAL prior to entering Class B airspace).
(c) San Diego, Otay Reservoir	4.4 NM; 058° Poggi	14,000	1 NM radius. Daily SR-SS.
(c) San Diego, Trident	4 NM; 114° Poggi	15,000	1 NM radius. Daily SR-SS.
(c) San Martin Arpt.....	24 NM; 120° San Jose	17,999	2 NM radius. Daily 0700–2200. DZ is on SW side of arpt property. All acft remain E of rwy centerline to avoid parachute activity. Northern California TRACON, 120.1.
Santa Maria	5 NM; 021° Guadalupe	12,500 AGL	0900–SS, Sat, Sun and holidays. 1.5 NM NE of Northside airpark.
(c) Santa Ynez.....	8 NM; 293° Gaviota	17,999	1 NM radius. Daily 1600–0400.
(c) Slate Creek	30 NM; 323° Redding	5,500	3 NM radius. May 1 thru Nov 1 yearly.
(c) Taft Drop Zone	25.7 NM; 197° Shafter	13,000	1 NM radius. SR-SS, occasional night jumps by NOTAM.
Taft-Kern Co Arpt.....	21 NM; 066° Fellows	13,000	2 NM radius. Daily SR-SS, occasional night jumps by NOTAM.
(c) Tracy, Skydive California Arpt..	19.04 NM; 272° Modesto	17,999	1 NM radius. Daylight hrs. Northern California Tracon 125.1.
(c) Tres Pinos Drop Zone	16 NM; 045° Salinas	12,500	1 NM radius. Daily SR-SS.
(c) Twentynine Palms	12 NM; 265° Twentynine Palms...	12,500	1 NM radius, 0900–SS, Sat, Sun, and holidays.
(c) Watsonville Muni Arpt	21.9 NM; 305° Salinas	14,000	2 NM radius Daylight hrs. Northern California TRACON, 123.85.
	20.1 NM; 313° Salinas	14,000	1 NM radius Daylight hrs. Northern California TRACON, 127.15.
(c) Wilton Drop Zone	17.5 NM; 080° Sacramento	1,500 AGL	Hvy equip, paratroopers.
COLORADO			
Boulder Muni	9 NM; 328° Jeffco	18,000	2 NM radius. Daylight hrs.
(c) Brush Muni	19.6 NM; 277° Akron	17,700	2 NM radius. Daily 0800–SS.
(c) Canon City, Fremont County Arpt.....	32.9 NM; 276° Pueblo	17,500	2 NM radius. Daily 0600–2359.
(c) Colorado Springs, USAF Academy Airfield.....	9 NM; 271° Black Forest	17,500	Daily SR-SS, occasionally til 2200.
Fort Carson	18 NM; 199° Black Forest	17,000	0.5 NM radius. Weekends and holidays.
(c) Fort Collins, Yankee Drop Zone	21.5 NM; 279° Gill	17,900	Daily SR-SS. Denver TRACON 127.05.
(c) Fort Morgan Muni Arpt.....	31 NM; 278° Akron	17,500	3 NM radius. Fri-Sun SR-SS.
Greeley, Easton/Valley View Arpt ..	10.6 NM; 181° Gill	17,900	Daily SR-SS. Denver TRACON 127.05.
Greeley, Skydive the Farm	16 NM; 308° Gill	14,500	2 NM radius. Fri-Sun 0800–SS.
(c) Hugo, Kelly Drop Zone	10 NM; 259° Hugo	8,000	2 NM radius. Heavy equipment paratroopers possible jumps during IFR/marginal VFR.
(c) Longmont, Vance Brand Arpt...	15 NM; 346° Jeffco	17,900	2 NM radius. Daily SR-2 hrs after SS.
(c) Trinidad, Pinon Drop Zone.....	28 NM; 279° Tobe	8,000	2 NM radius. Heavy equipment paratroopers possible jumps during IFR/marginal VFR.

PARACHUTE JUMPING AREAS

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LOCATION	DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC OR GEOGRAPHIC COORDINATES	MAXIMUM ALTITUDE	REMARKS
NEVADA			
(c) Boulder City Arpt.....	3 NM; 164° Boulder City.....	17,000	0.5 NM radius. Daily SR-SS.
(c) El Dorado Jump Zone	7 NM; 195° Boulder City.....	17,000	0.5 NM radius. Daily, SR-SS.
Indian Springs/Creech AFB	38 NM; 304° Las Vegas.....	10,000	5 NM radius. Daily SR-SS.
(c) Jean Arpt, Jean Landing Zone ..	20.3 NM; 190° Las Vegas.....	15,000	0.25 NM radius. Daylight operations only. Must be signatory to a LOA with Las Vegas TRACON. South of the main airport building west of the runway. Las Vegas TRACON 125.475.
(c) Jean Arpt, Sandbox Landing Zone.....	24.0 NM; 189° Las Vegas.....	15,000	1 NM radius. Daylight operations only. Must be signatory to a LOA with Las Vegas TRACON. Las Vegas TRACON 125.475.
(c) Mesquite Arpt.....	11.4 NM; 054° Mormon Mesa.....	17,500	2 NM radius. Continuous SR-SS.
(c) Nellis AFB, Gunfighter Drop Zone	12.7 NM; 024° Las Vegas.....	17,500 AGL	0.3 NM radius. East of rwy. SR-SS Sat-Sun. Other times by NOTAM.
(c) Overton, Perkins Fld Arpt.....	45 NM; 035° Las Vegas.....	12,000	0.2 NM radius.
(c) Pahrump.....	49 NM; 126° Beatty.....	12,500	Tue-Sun SR-SS
(c) Reno/Stead Arpt.....	15 NM; 292° Mustang.....	14,000	1.0 NM radius. Daily SR-SS.
(c) Tonopah Arpt.....	10 NM; 270° Tonopah.....	10,000	1 NM radius. Daily SR-SS.

PARACHUTE JUMPING AREAS

LOCATION	DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC OR GEOGRAPHIC COORDINATES	MAXIMUM ALTITUDE	REMARKS
NEW MEXICO			
Albuquerque	6 NM; 050° Albuquerque	18,000	Weekends and holidays.
	17 NM; 140° Albuquerque	17,000	SR-SS weekends.
	17 NM; 345° Albuquerque	10,000 AGL	3 NM radius. SR-SS weekends.
(c) Belen, Belen Rgnl.....	12 NM; 346° Socorro	16,000	1 NM radius. Daily SR-SS.
Centerfire Drop Zone	22 NM; 128° Albuquerque	14,500	3 NM radius. By NOTAM. <i>Albuquerque Intl Sunport, 123.9.</i>
Hollowman Drop Zone	2 NM; 270° Hollowman	3,500 AGL	SR-SS. Occasional use. Occasional night drops.
(c) Santa Teresa/Dona Ana Co Arpt	22 NM; 268° El Paso	13,000	1 NM radius. SR-SS Sat-Sun. S side of arpt.
UTAH			
Camp WG Williams/Williams South Drop Zone	8 NM; 350° Fairfield	10,000	0.25 NM radius. Occasional Use.
(c) Canyonlands Rgnl Arpt.....	0.23 NM; 061° Moab	14,000	5 NM radius. Daily SR-SS. Mar-Nov from official SR-SS. Parachute jumping 1500' south, southeast of Rwy 21 thld, south of hangars.
(c) Cedar Fort, Cedar Valley Arpt	6.5 NM; 313° Fairfield	17,500	3 NM radius. Daily SR-2300.
Dugway Proving Ground/Clay Flats Drop Zone	50 NM; 118° Bonneville	18,000	0.5 NM radius. Occasional Use.
Goshen Wells, Cedar Valley	4 NM; 270° Fairfield	10,000	0.25 NM radius. Occasional use.
Hurricane, General Dick Stout Fld.	13 NM; 042° St George	15,000	1 NM radius. Daily SR-SS.
Logan, Logan-Cache Arpt.....	7.2 NM; 051° Brigham City	15,000	0.5 NM radius. 0900-SS. Weekends and Holidays.
(c) Nephi Muni	29.6 NM; 178° Provo	17,999	3 NM radius. Mar-Nov SR-SS.
(c) Ogden-Hinckley	4.6 NM; 097° Ogden	17,999	1 NM radius. Daily SR-SS.
(c) Bolinder Fld-Tooele Valley Arpt	24 NM; 215° Wasatch	17,000	2 NM radius. Daily 1300-0600.

SUPPLEMENTAL COMMUNICATION REFERENCE

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Contained within this tabulation, and listed alphabetically by airport name, are all private-use airports charted on the U.S. IFR Enroute Low and High Altitude charts in the United States, having terminal approach and departure control facilities. Additionally, listed by country, are all Canadian and Mexican airports that appear on the U.S. IFR Enroute charts with approach and departure control services. All frequencies transmit and receive unless otherwise noted. Radials defining sectors are outbound from the facility.

UNITED STATES

FACILITY NAME	CHART & PANEL
Cabaniss Fld NOLF, TX (NGW)	L-20H, 21A
Corpus App/Dep Con 125.4 307.9	
Navy Cabaniss Tower 119.65 299.6 (Mon–Thu 1400–0500Z‡, Fri 1400–0100Z‡)	
Fentress NALF, VA (NFE)	H-10I, 12I, L-35D
Oceana App/Dep Con 123.9 266.8	
Fry, OH (DOH8)	L-27E
Columbus App/Dep Con 118.425	
Gila Bend AF AUX, AZ (GXF)	H-4J, L-5B
Luke App/Dep Con 125.45 263.125 (South) (Mon–Thu 1300–0530Z, Fri 1300–0130Z, clsd weekends and hol)	
Glasgow Industrial, MT (Ø7MT)	H-1E, 2G, L-13D
Salt Lake Center App/Dep Con 126.85 305.2	
Joe Williams NOLF, MS (NJW)	H-6J, L-18G
Meridian App/Dep Con 276.4	
Bravo Tower 118.475 279.2 355.8 (Mon–Fri 1400–2330Z‡)	
Oak Grove MCOLF, NC (13NC)	L-35B
Cherry Point App/Dep Con 119.35 377.175	
Shell AHP, AL (SXS)	L-22I
Cairns App/Dep Con 133.45 239.275 (24 hrs Tue–Sat, 1200–0500Z‡ Sun–Mon) other times ctc	
Jax Center App/Dep Con 134.3 322.55	
Shell Tower 139.125 244.5 (1230–0600Z‡ Mon–Fri, exc hol)	
USAF Academy Bullseye Aux Airfield, CO (C090)	L-10F
ASOS 125.0	
Webster NOLF, MD (NUI)	H-10I, 12I, L-34E, 36I
Patuxent App/Dep Con 121.0 250.3	
Navy Webster Tower 127.0 358.0 (Mon–Fri, exc hol, other times on request, 1400–2200Z‡ or SS, whichever occurs first)	
For Cinc Del when NHK Apch is clsd ctc Potomac Apch at 866–640–4124	
Whitehouse NOLF, FL (NEN)	H-8H, L-21D, 24G
Jax Center App Con 127.775 377.075	
Jax Center Dep Con 127.775 379.9	
Whitehouse Tower 125.15 307.325 340.2 (Manned during scheduled operations only)	
William P Gwinn, FL (Ø6FA)	H-8I, L-23C
Palm Beach App/Dep Con 317.4	
Gwinn Tower 120.4 279.25 (Mon–Fri 1300–2100Z‡)	
Gnd Con 121.65 279.25	

CANADA

FACILITY NAME	CHART & PANEL
Abbotsford, BC (CYXQ)	H-1B, L-12F
ATIS 119.8 (1500–0700Z‡)	
Victoria Trml App/Dep Con 132.7 (Avbl on ground)	
Tower 119.4 (Inner) 121.0 (Outer) 295.0 (1500–0700Z‡) Gnd Con 121.8	
MF 119.4 295.0 (0700–1500Z‡) (Shape irregular to 4500')	
Amos/Magny, QC (CYEY)	H-11B
Montreal Center App/Dep Con 125.9	
Atikokan Muni, ON (CYIB)	L-14I
MF 122.3 (5 NM to 4500' No ground station)	
Barrie–Orillia (Lake Simcoe Rgnl), ON (CYLS)	H-11B, L-31D
Toronto Center App/Dep Con 124.025	
Bar River, ON (CPF2)	L-31C
Toronto Center App/Dep Con 132.65	
Bathurst, NB (CZBF)	L-32J
Moncton Center App/Dep Con 134.25 AWOS 127.925	
Boundary Bay, BC (CZBB)	H-1B, L-1E
ATIS 125.5 (1500–0700Z‡)	
Vancouver App/Dep Con 132.3 363.8	
Tower 118.1 (Inner) 127.6 (Outer) (1500–0700Z‡) Gnd Con 124.3	
MF 118.1 (0700–1500Z‡ to 2000'. Vancouver Trml 125.2 above 2000'. Shape irregular to 2500').	
Brampton, ON (CNCC3)	L-31D
Toronto Trml App/Dep Con 119.3	
Brandon Muni, MB (CYBR)	H-2H
Winnipeg Center App/Dep Con 132.25	
MF 122.1 (5 NM to 4000')	

SUPPLEMENTAL COMMUNICATION REFERENCE

CANADA

FACILITY NAME	CHART & PANEL
Brantford, ON (CYFD) Toronto Trml App/Dep Con 128.27	L-31D
Brockville Rgnl Tackaberry ON (CNL3)	L-32G
Montreal Center App/Dep Con 134.675	
Bromont, QC (CZBM) Montreal Center App/Dep Con 132.35 MF 122.15 (5 NM to 3400') AUTO 122.975 (English only)	L-32G
Burlington Executive, ON (CZB) Toronto Center App/Dep Con 119.3 AUTO 122.55	L-31D
Castlegar/West Kootenay Rgnl, BC (CYCG) Vancouver Center App/Dep Con 134.2 227.3 MF 122.1 (5 NM to 6500')	H-1C
Centralia/James T. Flld Muni, ON (CYCE) Toronto Center App/Dep Con 135.30	H-10G, 11B, L-31D
Charlottetown, PE (CYYG) Moncton Center App/Dep Con 135.65 384.8 MF 118.0 (5 NM to 3200')	H-11E, L-32J
Chatham-Kent, ON (CYCK) Cleveland Center App/Dep Con 132.25	H-10G, L-30G
Collingwood, ON (CNY3) Toronto Center App/Dep Con 124.02	H-11B, L-31D
Cornwall Rgnl, ON (CYCC) Boston Center App/Dep Con 135.25 377.1	L-32G
Cranbrook/Canadian Rockies Intl, BC (CYXC) Vancouver Center App/Dep Con 133.6 MF 122.3 (5 NM to 6100')	H-1C
Debert, NS (CCQ3) Halifax Trml App/Dep Con 119.2 AUTO 122.275	H-11E, L-32J
Digby, NS (CYID) Moncton Center App/Dep Con 123.9	L-32J
Downsview, ON (CYZD) Toronto Center App/Dep Con 133.4 MF 126.2 (1300-2300\$, 3 NM to 1700')	H-11B, L-31E
Drummondville, QC (CSC3) Montreal Center App/Dep Con 132.35	L-32H
Earlton (Timiskaming Rgnl), ON (CYXR) MF 122.0 (5 NM to 3800')	H-11B
Elliot Lake Muni, ON (CYEL) Toronto Center App/Dep Con 135.4	L-31C
Fort Frances Muni, ON (CYAG) Minneapolis Center App/Dep Con 120.9	L-14H
Fredericton Intl, NB (CYFC) ATIS 127.55 (1045-0345Z\$, OT AWOS) Moncton Center App/Dep Con 124.3 135.5 270.8 Tower 119.0 (1045-0345Z\$) Gnd Con 121.7 (1045-0345Z\$) MF 119.0 (0345-1045Z\$, 5 NM to 3500')	H-11E, L-32I
Goderich, ON (CYGD) Toronto Center App/Dep Con 135.3 266.3	H-11B, L-31D
Greenwood, NS (CYZX) ATIS 128.85 244.3 (1100-0000Z\$) App/Dep Con 120.6 335.9 Tower 119.5 236.6 324.3 Gnd Con 133.75 289.4 Cinc Del 128.025 283.9	H-11E, L-32J
Grimsby Air Park, ON (CNZ8) Toronto Trml App/Dep Con 128.27 268.75 Tower 125.0 308.475	L-31E
Halifax/Shearwater, NS (CYAW) ATIS 129.175 308.8 (Ltd hrs) App/Dep Con 119.2 MF Shearwater Advisory 119.0 126.2 340.2 360.2 (Ltd hrs) Gnd Con 121.7 250.1	H-11E, L-32J
Halifax/Stanfield Intl, NS (CYHZ) ATIS 121.0 Moncton Center App/Dep Con 135.3 Tower 118.4 236.6 Gnd Con 121.9 275.8 Cinc Del 123.95	H-11E, L-32J
Hamilton, ON (CYHM) ATIS 128.1 Toronto Trml App/Dep Con 119.7 Tower 125.0 Gnd Con 121.6	H-10H, 11B, L-11B
Kingston, ON (CYGK) ATIS 135.55 (1115-0400Z\$) Montreal Center App/Dep Con 135.05 (0400-1115Z\$) MF 122.5 (1115-0400Z\$ 5 NM to 3300')	H-11C, L-31E, 32F

SUPPLEMENTAL COMMUNICATION REFERENCE

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CANADA

FACILITY NAME	CHART & PANEL
Kitchener/Waterloo, ON (CYKF) ATIS 125.1 (1200-0400Z) Toronto Trml App/Dep Con 128.275 Waterloo Tower 126.0 118.55 (1200-0400Z) Gnd Con 121.8 MF 126.0 (0400-1200Z) 5 NM to 4000' AWOS 125.1 (0400-1200Z)	H-11B, L-31D
Lachute, QC (CSE4) Montreal Center App Con 124.65 268.3 Montreal Center Dep Con 132.85 268.3	L-32G
La Tuque, QC (CYLQ) Montreal Center App/Dep Con 134.5	H-11C
Langley, BC (CYNJ) ATIS 124.5 (1630-0230Z, DT 1530-0330Z) Victoria Trml App/Dep Con 132.7 290.8 Tower 119.0 (1630-0230Z, DT 1530-0330Z) Gnd Con 121.9 MF 119.0 (0230-1630Z, DT 0330-1530Z 3 NM to 1900')	L-1E
Leamington, ON (CLM2) Detroit Approach App/Dep Con 134.3	L-30F
Lethbridge, AB (CYQL) ATIS 124.4 (1245-0545Z) Edmonton Center App/Dep Con 132.75 265.2 MF 121.0 (5 NM to 6000')	H-1D
Lindsay, ON (CNF4) Toronto Center App/Dep Con 134.25	L-31E, L-32F
Liverpool/South Shore Rgnl, NS (CYAU) Moncton Center App/Dep Con 123.9	L-32J
London, ON (CYXU) ATIS 127.8 (1120-0345Z) Toronto Center App/Dep Con 135.3 135.625 Tower 119.4 125.65 (1120-0345Z) Gnd Con 121.9 MF 119.4 (0345-1120Z) 5 NM to 3000'	H-10G, 11B, L-30G, 31D
Manitowaning/Manitoulin East Muni, ON (CYEM) Toronto Center App/Dep Con 135.4 260.9	L-31C
Maniwaki, QC (CYMW) Montreal Center App/Dep Con 126.57	L-32G
Mascouche, QC (CSK3) MF 122.35 (5 NM to 2500'. No gnd station. Excluding the portion S of the N shore of Riviere des Milles-Iles and 1 NM around Lac Agile Mascouche apt.)	L-32G
Medicine Hat, AB (CYXH) ATIS 124.875 (1245-0345Z) MF 122.2 (1245-0345Z) 5 NM to 5400'	H-1D
Midland/Huronia, ON (CYEE) Toronto Center App/Dep Con 124.025	L-31D
Miramichi, NB (CYCH) Moncton Center App/Dep Con 123.7	H-11E, L-32J
Moncton/Greater Moncton Intl, NB (CYQM) ATIS 128.65 App/Dep 124.4 Tower 120.8 236.6 Gnd Con 121.8 275.8 Apron Advisory 122.075	H-11E, L-32J
Mont-Laurier, QC (CSD4) Montreal Center App/Dep Con 126.57	L-32G
Montreal Intl (Mirabel), QC (CYMX) ATIS 125.7 Montreal Center App/Dep Con 124.65 268.3 MF 119.1 (7 NM shape irregular to 2000') (03-11Z (DT 02-10Z)) (emerg only 450-476-3141) VFR Advisory 134.15 GND 121.8 (11-03Z (DT 10-02Z)) TWR 119.1 (11-03Z (DT 10-02Z)) (emerg only 450-476-3141) GND Advisory 121.8 (03-11Z (DT 02-10Z)) (emerg only 450-476-3141)	H-11C, 12K, L-32G
Montreal/Pierre Elliott Trudeau Intl, QC (CYUL) ATIS 133.7 Montreal Trml App Con 118.9 126.9 132.85 268.3 Tower 119.3 119.9 124.3 (old port) 267.1 Gnd Con 121.0 121.9 275.8 Clns Del 125.6 Apron 122.075 Montreal Trml Dep Con 120.42 (SE-S-SW) 124.65 (W-NW-NE) 268.3 VFR Advisory 134.15	H-11C, 12K, L-32G

SUPPLEMENTAL COMMUNICATION REFERENCE

CANADA

FACILITY NAME	CHART & PANEL
Montreal/St-Hubert, QC (CYHU) ATIS 124.9 (Apr-Oct Mon-Fri 1045-0500Z‡, Apr-Oct Sat-Sun 1045-0300Z‡, Nov-Mar Mon-Fri 1045-0400Z‡, Nov-Mar Sat-Sun 1045-0100Z‡) Montreal Center App/Dep Con 125.15 268.3 St. Hubert Tower 118.4 (VFR Arr North) 121.3 (VFR Arr South and East) (Apr-Oct Mon-Fri 1045-0500Z‡, Apr-Oct Sat-Sun 1045-0300Z‡, Nov-Mar Mon-Fri 1045-0400Z‡, Nov-Mar Sat-Sun 1045-0100Z‡) Gnu Con 126.4 (Apr-Oct Mon-Fri 1045-0500Z‡, Apr-Oct Sat-Sun 1045-0300Z‡, Nov-Mar Mon-Fri 1045-0400Z‡, Nov-Mar Sat-Sun 1045-0100Z‡) MF 118.4 (Apr-Oct Tues-Sat 0500-1045Z‡, Apr-Oct Sun-Mon 0300-1045Z‡, Nov-Mar Tues-Sat 0400-1045Z‡, Nov-Mar Sun-Mon 0100-1045Z‡) 5 NM shape irregular to 2000'') VFR Advisory 134.15 MIL 135.9 322.1 (438 Sqn Ops)	H-11C, L-32G
Muskoka, ON (CYQA) Timmins Radio App/Dep Con 122.3 MF 122.3 (5 NM to 3900')	H-11B, L-31D
Nanaimo, BC (CYCD) ATIS 128.425 (1-877-517-2847)(1400-0500Z) Victoria Trml App/Dep 120.8 133.95 252.3 MF 122.1 291.8 1330-0530Z‡ (5 NM to 2500') GND ADV 122.6 (1330-0530Z (DT 1230-0430Z)) (emerg only 250-245-4032)	H-1B, L-1E
North Bay, ON (CYBY) ATIS 124.9 (1130-0330Z‡) Toronto Center App/Dep 127.25 MF 118.3 (1130-0330Z‡ 7 NM to 5000')	L-31E
Oshawa, ON (CYOO) ATIS 125.675 (1130-0330Z‡) Toronto Trml App/Dep Con 133.4 Tower 120.1 (1130-0330Z‡) Gnd Con 118.4 MF 120.1 (0330-1130Z‡ 5 NM to 3000')	L-31E
Ottawa/Carp, ON (CYRP) ATIS 121.15 Ottawa Trml App/Dep Con 127.7	L-31E, 32F
Ottawa/Gatineau, QC (CYND) Ottawa Trml App/Dep Con 127.7 128.175 MF 122.3 (5 NM shape irregular to 2500) VFR Advisory Ottawa Trml 127.7	H-11C, L-32G
Ottawa/MacDonald-Cartier Intl, ON (CYOW) ATIS 121.15 Ottawa App Con 135.15 Tower 118.8 (VFR South) 120.1 (VFR North) 118.8 341.3 Gnd Con 121.9 Cinc Del 119.4 Ottawa Dep Con 128.175	L-11C
Owen Sound/Billy Bishop Rgnl, ON (CYOS) Toronto Center App/Dep 132.575 290.6	L-31D
Pelée Island, ON (CYPT) Cleveland Center App/Dep Con 126.35 360.0	L-30F
Pembroke, ON (CYTA) Montreal Center App/Dep Con 135.2 Petawawa Advisory 126.4 250.1 (Mon-Fri 1300-2130Z‡, OT PPR)	H-11C, L-31E, 32F
Penticton, BC (CYVF) Vancouver Center App/Dep Con 133.5 351.3 MF 118.5 (5 NM to 4100)	H-1B
Peterborough, ON (CYPQ) Toronto Center App/Dep 134.25 MF 123.0 (5 NM to 3600'')	H-11B, L-31E, 32F
Pincher Creek, AB (CZPC) Edmonton Center App/Dep Con 132.75 265.2	H-1D
Pitt Meadows, BC (CYPK) ATIS 125.0 (1500-0700Z‡) Vancouver Center App Con 128.6 (Outer) 352.7 Pitt Tower 126.3 (1500-0700Z‡) Gnd Con 123.8 Vancouver Center Dep Con 132.3 (South) 363.8 MF 126.3 (0700-1500Z‡) (3NM to 2500)	L-1E
Quebec/Jean Lesage Intl, QC (CYQB) ATIS 134.6 Montreal Center App/Dep Con 124.0 127.85 135.025 270.9 322.8 Tower 118.65 236.6 Gnd Con 121.9 250.0	H-11D, L-32H
Riviere Du Loup, QC (CYRI) Montreal Center App/Dep Con 125.1 299.6	H-11D
Rouyn Noranda, QC (CYUJ) Montreal Center App/Dep Con 125.9 MF 122.2 (5 NM to 4000'')	H-11B

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CANADA

FACILITY NAME	CHART & PANEL
Saint John, NB (CYSJ)	H-11E, L-32J
Moncton Center App/Dep Con 124.3 135.5 270.8 MF 118.5 (5 NM to 3400')	
Sarnia (Chris Hadfield), ON (CYZR)	H-10G, 11B, L-30F
Toronto Center App/Dep Con 134.375	
Sault Ste Marie, ON (CYAM)	H-2K, L-31B
ATIS 133.05 (1130-0330Z‡)	
Toronto Center App/Dep Con 132.65 344.5	
Tower 118.8 (1130-0330Z‡) Gnd Con 121.7 (1130-0330Z‡)	
MF 118.8 (0330-1130Z‡ 5 NM irregular shape to 3000')	
Sherbrooke, QC (CYSC)	H-11D, L-32H
Montreal Center App/Dep Con 132.55 MF 123.5 (Ltd hrs 5 NM to 3800')	
South Renfrew Muni, ON (CNP3)	L-31E, 32F
Montreal Center App/Dep 124.275	
Southport, MB (CPYG)	H-2H
ATIS 120.85 (Mon-Fri 1400-2300Z‡ except holidays)	
Tower 126.2 384.2 (Mon-Fri 1400-2300Z‡ except holidays)	
Gnd Con 121.7 275.8	
Springwater Barrie Airpark, ON (CNA3)	L-31D
Toronto Center App/Dep Con 124.025	
St. Catharines/Niagara District, ON (CYSN)	H-10H, 11B, L-31E
ATIS 128.525 (1215-0200Z‡)	
Toronto Trml App/Dep Con 133.4	
MF 123.25 (1215-0200Z‡ 5 NM to 3300')	
St. Frederic, QC (CSZ4)	L-32H
Montreal Center App/Dep Con 135.025 270.9	
St. Georges, QC (CYSG)	H-32H, L-11D
Montreal Center App/Dep Con 132.35	
MF 122.15 (5 NM 3900' ASL)	
St. Jean, QC (CYJN)	L-32G
Montreal Center App/Dep Con 125.15 268.3	
Tower 118.2 (Apr-Oct 1230-0230Z‡ Nov-Mar 1300-0200Z‡)	
Gnd Con 121.7	
Sudbury, ON (CYSB)	H-31B, 10G, L-31D
ATIS 127.4	
Toronto Center App/Dep Con 135.5	
MF 125.5 (7 NM to 4000') Clns Del 121.8	
Summerside, PE (CYSU)	H-11E, L-32J
Moncton Center App/Dep Con 124.4 384.8	
Thunder Bay, ON (CYQT)	H-2J, L-14J
ATIS 128.8	
Winnipeg Center App/Dep Con 132.125	
Tower 118.1 (1100-0400Z‡) Gnd Con 121.9 (1100-0400Z‡)	
App/Dep 119.2 MF 118.1 (0400-1100Z‡ 5 NM to 4000')	
Timmins/Victor M. Power, ON (CYTS)	H-11B
ATIS 124.95	
Toronto Center App/Dep Con 128.3 MF 122.3 (5 NM to 4000')	
Toronto/Buttonville Muni, ON (CYKZ)	L-31E
Toronto Trml App/Dep Con 133.4	
MF 124.8 (No gnd station, 5 NM shape irregular 2000 ASL)	
Toronto/Billy Bishop Toronto City Airport, ON (CYTZ)	L-31E
ATIS 133.6 (1130-0400Z‡)	
App/Dep Con 133.4	
Tower 118.2 119.2 (1130-0400Z‡) Gnd Con 121.7	
Toronto/Lester B Pearson Intl, ON (CYYZ)	H-11B, L-31D
ATIS 120.825 133.1 App Con 132.8 124.475 125.4 Dep Con 127.575 128.8	
Tower 118.35 118.7 Gnd Con 121.9 121.65 119.1	
Clns Del 121.3 (1200-0400Z‡) A-CDM Coordinator 122.875 (122.825)	
Apron Tow Coordinator 136.525	
Trenton, ON (CYTR)	H-11C, L-31E, 32F
ATIS 135.45 257.7	
App/Dep Con 128.4 324.3 Tower 128.7 236.6 Gnd Con 121.9 275.8	
Clns Del 124.35 286.4	
Trenton/Mountain View, ON (CPZ3)	H-11C, L-31E, 32F
Trenton Mil Advisory 268.0 or 122.35	
Trois-Rivières, QC (CYRQ)	H-11C, L-32H
Montreal Center App/Dep Con 128.225	
MF 122.35 (5 NM to 3200')	
Val-D'or, QC (CYVO)	H-11B
Montreal Center App/Dep Con 125.9 308.3	
MF 118.5 (1030-0325Z‡ 5 NM to 4000')	

SUPPLEMENTAL COMMUNICATION REFERENCE

CANADA

FACILITY NAME	CHART & PANEL
Vancouver Intl, BC (CYVR)	H-1B, L-1E
ATIS 124.6	
App Con 128.6 128.17 (Outer) 133.1 134.225 (Inner) 352.7	
Dep Con 126.125 (north) 132.3 (south) 363.8	
Tower 118.7 (south) 119.55 (north) VFR 124.0 125.65 226.5 236.6	
Gnd Con 121.7 (south) 127.15 (north) 275.8 Cinc Del 121.4	
Victoria Intl, BC (CYJY)	H-1B, L-1E
ATIS 118.8 (0800-1400Z‡)	
App Con 125.45 Dep Con 125.95	
Tower 119.1 (Outer) 119.7 (Inner) 239.6	
Gnd Con 121.9 361.4 (1400-0800Z‡ OT ctc Kamloops 119.7)	
Cinc Del 126.4 (1400-0800Z‡)	
Victoriaville, QC (CSR3)	L-32H
Montreal Center App Con 132.35 AUTO 122.17 (bil)	
Waterville/Kings Co Muni, NS (CCW3)	L-32J
Greenwood Trml App/Dep Con 120.6 335.9	
Greenwood Tower 119.5 324.3	
Wiarton, ON (CYVV)	H-11B, L-31D
Toronto Center App/Dep Con 132.575	
MF 122.2 (5 NM to 3700')	
Windsor, ON (CYQQ)	H-10G, L-8J
ATIS 134.5 (1130-0330Z‡)	
Detroit App/Dep Con 118.95 132.35 134.3 284.0	
Tower 124.7 (1130-0330Z‡) Gnd Con 121.7 (1130-0330Z‡)	
MF 124.7 (0330-1130Z‡) 6 NM irregular shape to below 3000'	
VFR Advisory Detroit App Con 134.3 AWOS 134.5 (0330-1130Z‡)	
Yarmouth, NS (CYQI)	H-11E, L-32I
Moncton Center App/Dep Con 123.9 368.5 MF 123.0 (5 NM to 3100')	

MEXICO

FACILITY NAME	CHART & PANEL
Chihuahua Intl/General R Fierro Villalobos Intl (MMCU)	L-6I
ATIS 127.9 (1300-0300Z‡)	
Chihuahua App Con 121.0 Chihuahua Tower 118.4	
Ciudad Juarez Intl/Abraham Gonzalez Intl (MMCS/CJS)	H-4L, L-6F
Juarez App Con 119.9 Juarez Tower 118.9	
Del Norte Intl (MMAN)	H-7B, L-20G
ATIS 127.55 (1300-0300Z‡)	
Monterrey App 119.75 120.4 Tower 118.6	
Gnd 122.0	
Durango Intl (MMDO/DGO)	H-7A
ATIS 132.1	
Tower 118.1 Durango Info 122.3	
Matamoros Intl/General Servando Canales Intl (MMMA)	H-7C, L-21A
Matamoros App Con 118.0 Matamoros Tower 118.0	
Mexicali Intl/General Rodolfo Sanchez Taboada Intl (MMML)	H-4I, L-4J, 5A
ATIS 127.6 (1400-0200Z‡)	
Mexicali App Con 118.2 Mexicali Tower 118.2	
Mexicali Info 123.9 122.3	
Monterrey Intl/General Mariano Escobedo Intl (MMMY)	H-7B, L-20G
Monterrey ATIS 127.7 Monterrey App Con 119.75 120.4	
Monterrey Dep Con 119.75 Monterrey Tower 118.1 Monterrey Gnd 121.9	
Monterrey Cinc Del 123.75 (1200-0400Z‡) Monterrey Info 122.45	
Nuevo Laredo/Quetzalcoatl (MMNL/NLD)	H-7B, L-20G
Nuevo Laredo App Con 118.3 Nuevo Laredo Tower 118.3	
Reynosa Intl/General Lucio Blanco Intl (MMRX)	H-7B, L-20H
Reynosa App Con 127.2 Reynosa Tower 118.8	
Saltillo Int/Plan De Guadalupe Intl (MMIO/SLW)	H-7B
Saltillo App Con 127.4 Saltillo Tower 118.4	
Tijuana Intl/General Abelardo L Rodriguez Intl (MMTJ)	H-4I, L-4H
ATIS 127.9	
Tijuana App Con 119.5 120.3 Tijuana Tower 118.1 Tijuana Cinc Del 122.35	
Tijuana Info 132.1	
Torreon Intl (MMTC)	H-7A
App Con 119.6 Tower 118.5 Info 122.3	

PREFERRED IFR ROUTES

A system of preferred routes has been established to guide pilots in planning their route of flight, to minimize route changes during the operational phase of flight, and to aid in the efficient orderly management of the air traffic using federal airways. The preferred IFR routes which follow are designed to serve the needs of airspace users and to provide for a systematic flow of air traffic in the major terminal and en route flight environments. Cooperation by all pilots in filing preferred routes will result in fewer traffic delays and will better provide for efficient departure, en route and arrival air traffic service.

The following lists contain preferred IFR routes for the low altitude stratum and the high altitude stratum. The high altitude list is in two sections; the first section showing terminal to terminal routes and the second section showing single direction route segments. Also, on some high altitude routes low altitude airways are included as transition routes.

The following will explain the terms/abbreviations used in the listing:

1. Preferred routes beginning/ending with an airway number indicate that the airway essentially overlies the airport and flight are normally cleared directly on the airway.
2. Preferred IFR routes beginning/ending with a fix indicate that aircraft may be routed to/from these fixes via a Standard Instrument Departure (SID) route, radar vectors (RV), or a Standard Terminal Arrival Route (STAR).
3. Preferred IFR routes for major terminals selected are listed alphabetically under the name of the departure airport. Where several airports are in proximity they are listed under the principal airport and categorized as a metropolitan area; e.g., New York Metro Area.
4. Preferred IFR routes used in one direction only for selected segments, irrespective of point of departure or destination, are listed numerically showing the segment fixes and the direction and times effective.
5. Where more than one route is listed the routes have equal priority for use.
6. Official location identifiers are used in the route description for VOR/VORTAC navaids.
7. Intersection names are spelled out.
8. Navaid and distance fixes (e.g., ARD201113) have been used in the route description in an expediency and intersection names will be assigned as soon as routine processing can be accomplished. Navaid radial (no distance stated) may be used to describe a route to intercept a specified airway (e.g., MIV MIV101 V39); another navaid radial (e.g., UIM UIM255 GSW081); or an intersection (e.g., GSW081 FITCH).
9. Where two navaids, an intersection and a navaid, a navaid and a navaid radial and distance point, or any navigable combination of these route descriptions follow in succession, the route is direct.
10. The effective times for the routes are in UTC. During periods of daylight saving time effective times will be one hour earlier than indicated. All states observe daylight saving time except Arizona, Puerto Rico and the Virgin Islands. Pilots planning flight between the terminals or route segments listed should file for the appropriate preferred IFR route.
11. (90–170 incl) altitude flight level assignment in hundred of feet.
12. The notations "pressurized" and "unpressurized" for certain low altitude preferred routes to Kennedy Airport indicate the preferred route based on aircraft performance.
13. All Preferred IFR Routes are in effect continuously unless otherwise noted.
14. Use current SIDs and STARs for flight planning.
15. For high altitude routes, the portion of the routes contained in brackets [] is suggested but optional. The portion of the route outside the brackets will likely be required by the facilities involved.

LOW ALTITUDE

Terminals	Route	Effective Times (UTC)
SAN FANCISCO METRO(WEST BAY AIRPORTS)		
LOS ANGELES(LAX)	(70–90–110–130–150–170)V27 VTU V299 SADDE V107 LAX.....	1400–0800

HIGH ALTITUDE

Terminals	Route	Effective Times (UTC)
ALBUQUERQUE(ABQ)		
CHICAGO(ORD)	J18 GCK J96 IRK BRADFORD–STAR..... or (TURBOJETS – RNAV 1)J18 GCK J96 IRK BENKY (RNAV)–STAR.....	1100–0400 1100–0400
HOUSTON(HOU)	(TURBOJETS – DME/DME/IRU OR GPS)LLO KIDDZ (RNAV)–STAR.....	
HOUSTON(IAH).....	(TURBOJETS & TURBOPROPS – DME/DME/IRU OR GPS)(IAH EAST FLOW)DIESL TTORO (RNAV)–STAR or (TURBOJETS & TURBOPROPS – DME/DME/IRU OR GPS)(IAH WEST FLOW)DIESL MSCOT (RNAV)–STAR	
FRESNO(FAT)		
DENVER(DEN)	INSLO DTA LBERT LONGZ (RNAV)–STAR	1400–0000
MONTEREY(MRY)		
OAKLAND(OAK)	INSLO DTA LBERT LONGZ (RNAV)–STAR	1400–0000
CHICAGO(ORD).....	(TURBOJETS)ORRCA Q120 GALLI ONL FOD MYRRS FYTTE (RNAV)–STAR.....	

SW, 29 DEC 2022 to 23 FEB 2023

PREFERRED IFR ROUTES

Terminals	Route	Effective Times (UTC)
DENVER(DEN)	TIPRE Q126 INSLO LBERT LONGZ (RNAV)-STAR.... or ORRCA Q120 GALLI BAM J154 TCH KAMPR LONGZ (RNAV)-STAR.....	1400-0000
DETROIT SATS(DET,ARB,PTK,YIP,CYQQ)	(DME/DME/IRU OR GNSS REQUIRED)GALLI BAM J94 ONL FOD DBQ WEBOR RRALF (RNAV)-STAR.....	1400-0400
DETROIT(DTW)	(DME/DME/IRU OR GPS REQUIRED)(DTW NORTH FLOW)GALLI BAM J94 ONL FOD DBQ PORZL KKISS (RNAV)-STAR.....	
	or (DME/DME/IRU OR GPS REQUIRED)(DTW SOUTH FLOW)GALLI BAM J94 ONL FOD DBQ PORZL RKCTY (RNAV)-STAR.....	
HOUSTON(HOU)	(TURBOJETS - DME/DME/IRU OR GPS)SYRAH Q128 JSICA ILC BCE TXO LBB LLO KIDD (RNAV)-STAR	
HOUSTON(IAH)	(TURBOJETS & TURBOPROPS - DME/DME/IRU OR GPS)(IAH EAST FLOW)BOILE Q4 ELP PEQ FUSCO DIESL TTORO (RNAV)-STAR.....	
	or (TURBOJETS & TURBOPROPS - DME/DME/IRU OR GPS)(IAH WEST FLOW)BOILE Q4 ELP PEQ FUSCO DIESL MSCOT (RNAV)-STAR	
NEWARK(EWR)	ORRCA Q120 GALLI BAM J94 ONL FOD DBQ J94 OBK J584 SLT WILLIAMSPORT-STAR	
PHOENIX(PHX)	BOILE BLH HYDRR (RNAV)-STAR	1600-0500
PHOENIX(PHX) CHICAGO(ORD)	(TURBOJETS (RNAV 1))J18 SLN J96 IRK BENKY (RNAV)-STAR.....	
	or J18 SLN J96 IRK BRADFORD-STAR.....	
CLEVELAND METRO(CLE,CGF,BKL,LNN,LPR)	(RNAV TURBOJET)OBK DETMR BRWNZ (RNAV)-STAR	
DETROIT SATS(DET,ARB,PTK,YIP,CYQQ)	(DME/DME/IRU OR GPS REQUIRED)JMRBIL (RNAV)-DP JARPA RSK ALS J13 FQF J128 DBQ BAE WEBOR RRALF (RNAV)-STAR.....	1100-0300
DETROIT(DTW)	(DME/DME/IRU OR GPS REQUIRED)(DTW NORTH FLOW)PORZL KKISS (RNAV)-STAR.....	
	or (DME/DME/IRU OR GPS REQUIRED)(DTW SOUTH FLOW)PORZL RKCTY (RNAV)-STAR.....	
	or (DME/DME/IRU OR GPS REQUIRED)(DTW SOUTH FLOW)PVX WWOOD HANBL (RNAV)-STAR.....	
	or (DME/DME/IRU OR GPS REQUIRED)(DTW NORTH FLOW)PVX WWOOD LECTR (RNAV)-STAR.....	
HOUSTON(HOU)	(TURBOJETS & TURBOPROPS - DME/DME/IRU OR GPS)FST SAT BELLR (RNAV)-STAR.....	
HOUSTON(IAH)	(TURBOJETS & TURBOPROPS - DME/DME/IRU OR GPS)(IAH EAST FLOW)FST SAT HTOWN (RNAV)-STAR or (TURBOJETS & TURBOPROPS - DME/DME/IRU OR GPS)(IAH WEST FLOW)FST SAT TEJAS (RNAV)-STAR	
NEW YORK(JFK)	GUP J102 ALS PUB GLD J146 GIJ J554 JHW J70 LVZ LENDY-STAR	0000-1429
	or GUP J102 ALS PUB GLD J197 OBH J100 OBK J584 CRL J554 JHW J70 LVZ LENDY-STAR	1430-2359
	or J18 GCK HYS PWE J192 IOW J60 JOT J146 GIJ J554 JHW J70 LVZ LENDY-STAR	0000-1429
NEWARK(EWR)	GUP J102 ALS PUB GLD J146 GIJ J554 CRL J584 SLT WILLIAMSPORT-STAR	
	or J18 GCK HYS PWE J192 IOW J60 JOT J146 GIJ J554 CRL J584 WILLIAMSPORT-STAR.....	
OAKLAND(OAK)	(TURBOJET)IZZOZ (RNAV)-DP HRRBR DECAS J65 PMD GMN RGOOD EMZOH (RNAV)-STAR	1600-0500
SAN FRANCISCO(SFO).....	J92 OAL MOD	1600-0500

PREFERRED IFR ROUTES

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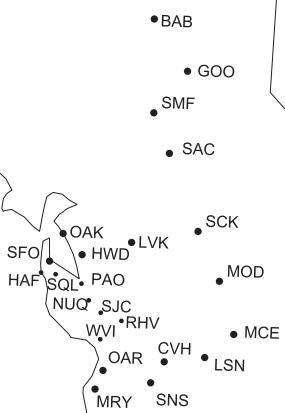
Terminals	Route	Effective Times (UTC)
SAN JOSE(SJC)	(TURBOJET)MAYSA (RNAV)-DP SISIE DOVEE BYT RUSME RAZRZ (RNAV)-STAR	
RENO(RNO)		
CHICAGO(ORD).....	(TURBOJETS)GALLI CZI J82 FSD J16 MCW ZZIPR FYTTE (RNAV)-STAR	
DENVER(DEN)	MVA INSLO LBERT LONGZ (RNAV)-STAR	1400-0000
	or	
	FMG MACUS GALLI BAM J154 TCH KAMPR LONGZ (RNAV)-STAR	1400-0000
SACRAMENTO(SAC)		
CHICAGO(ORD)	ORRCA Q120 GALLI ONL FOD MYRRS FYTTE (RNAV)-STAR	
DENVER(DEN)	GALLI BAM J154 TCH KAMPR LONGZ (RNAV)-STAR	1400-0000
	or	
PHOENIX(PHX).....	INSLO LBERT LONGZ (RNAV)-STAR	1400-0000
SALT LAKE CITY(SLC)		
BOSTON(BOS).....	OAL J92 DRK.....	1500-0400
CHICAGO(ORD)	TCH MCW HOCKE Q816 KELTI NABOR PONCT JFUND (RNAV)-STAR	1100-0300
	or	
	OCS J94 ONL FOD DBQ BAE HOCKE Q816 KELTI NABOR PONCT JFUND (RNAV)-STAR	1100-0300
	or	
	OCS J107 DDY J158 ABR GEP GRB HOCKE Q816 KELTI NABOR PONCT JFUND (RNAV)-STAR	1100-0300
CHICAGO(ORD)	(FL240 AND ABOVE-ALL)OCS J94 ONL FOD DBQ JVL JANESVILLE-STAR	
	or	
HOUSTON(HOU)	(RNAV)OCS J94 ONL FOD MYRRS FYTTE (RNAV)-STAR	
HOUSTON(IAH).....	(TURBOJETS - DME/DME/IRU OR GPS)PNH MQP ELLVR NNEAL KIDDZ (RNAV)-STAR	
	(TURBOJETS & TURBOPROPS - DME/DME/IRU OR GPS)(IAH WEST FLOW)PNH MQP DRLLR (RNAV)-STAR	
	or	
	(TURBOJETS & TURBOPROPS - DME/DME/IRU OR GPS)(IAH EAST FLOW)PNH MQP GUSHR (RNAV)-STAR	
NEW YORK(JFK).....	OCS J94 ONL FOD DBQ J94 OBK J584 CRL J554 JHW J70 LVZ LENDY-STAR.....	0700-2359
SAN FRANCISCO(SFO)		
BOSTON(BOS).....	ORRCA Q120 GALLI BAM J94 ONL FOD DBQ BAE HOCKE Q816 KELTI NABOR PONCT JFUND (RNAV)-STAR	1100-0300
CHICAGO(ORD)	(TURBOJETS)ORRCA Q120 GALLI CZI J82 FSD J16 MCW ZZIPR FYTTE (RNAV)-STAR	
CLEVELAND METRO(CLE,CGF,BKL,LNN,LPR).....	(RNAV TURBOJET)GALLI OBK DETMR BRWNZ (RNAV)-STAR	1500-0100
DENVER(DEN)	ORRCA Q120 GALLI BAM J154 TCH KAMPR LONGZ (RNAV)-STAR	1400-0000
	or	
DETROIT SATS(DET,ARB,PTK,YIP,CYQQ).....	TIPRE Q126 INSLO LBERT LONGZ (RNAV)-STAR....	1400-0000
	(DME/DME/IRU OR GPS REQUIRED)GALLI BAM J94 ONL FOD DBQ BAE WEBOR RRALF (RNAV)-STAR.....	1400-0400
DETROIT(DTW)	(DME/DME/IRU OR GPS REQUIRED)(DTW NORTH FLOW)GALLI BAM J94 ONL FOD DBQ PORZL KKISS (RNAV)-STAR	
	or	
	(DME/DME/IRU OR GPS REQUIRED)(DTW SOUTH FLOW)GALLI BAM J94 ONL FOD DBQ PORZL RKCTY (RNAV)-STAR	
HOUSTON(HOU)	(TURBOJETS - DME/DME/IRU OR GPS)SYRAH Q128 JSICA ILC BCE TXO LBB LLO KIDDZ (RNAV)-STAR	
HOUSTON(IAH).....	(TURBOJETS & TURBOPROPS - DME/DME/IRU OR GPS)(IAH EAST FLOW)BOILE Q4 ELP PEQ FUSCO DIESL TTORO (RNAV)-STAR	
	or	
	(TURBOJETS & TURBOPROPS - DME/DME/IRU OR GPS)(IAH WEST FLOW)BOILE Q4 ELP PEQ FUSCO DIESL MSCOT (RNAV)-STAR	

PREFERRED IFR ROUTES

Terminals	Route	Effective Times (UTC)
NEW YORK(JFK)	ORRCA Q120 GALLI BAM J94 ONL FOD DBQ J94 OBK J584 CRL J554 JHW J70 LVZ LENDY-STAR.....	
NEWARK(EWR)	ORRCA Q120 GALLI BAM J94 ONL FOD DBQ J94 OBK J584 SLT WILLIAMSPT-STAR	
PHOENIX(PHX)	BOILE BLH HYDR (RNAV)-STAR	1600-0500
PITTSBURGH(PIT).....	GALLI BAM J94 BFF OBH DSM IOW J146 WOOST TAMDE ACO JESEY (RNAV)-STAR	1300-0100
TORONTO(YYZ).....	ORRCA Q120 GALLI BAM J32 ABR J70 GEP GRB YZEMN NUBER (CANADIAN) (RNAV)-STAR	
SAN JOSE(SJC)		
CHICAGO(ORD).....	(TURBOJETS)ORRCA Q120 GALLI BAM J94 ONL FOD MYRRS FYTTE (RNAV)-STAR.....	
DENVER(DEN)	TIPRE Q126 INSLO LBERT LONGZ (RNAV)-STAR.....	1400-0000
HOUSTON(HOU)	(TURBOJETS – DME/DME/IRU OR GPS)SYRAH Q128 JSICA ILC BCE TXO LBB LLO KIDDZ (RNAV)-STAR	
HOUSTON(IAH).....	(TURBOJETS & TURBOPROPS – DME/DME/IRU OR GPS)(IAH WEST FLOW)BOILE Q4 ELP PEQ FUSCO DIESL MSCOT (RNAV)-STAR	
	or	
	(TURBOJETS & TURBOPROPS – DME/DME/IRU OR GPS)(IAH EAST FLOW)BOILE Q4 ELP PEQ FUSCO DIESL TTORO (RNAV)-STAR	
PHOENIX(PHX)	BOILE BLH HYDR (RNAV)-STAR	1600-0500
TUCSON(TUS)		
CLEVELAND METRO(CLE,CGF,BKL,LNN,LPR).....	(RNAV TURBOJET)OBK DETMR BRWNZ (RNAV)-STAR	
HOUSTON(HOU)	(TURBOJETS & TURBOPROPS – DME/DME/IRU OR GPS)FST SAT BELLR (RNAV)-STAR.....	
HOUSTON(IAH).....	(TURBOJETS & TURBOPROPS – DME/DME/IRU OR GPS)(IAH WEST FLOW)DIESL MSCOT (RNAV)-STAR or	
	(TURBOJETS & TURBOPROPS – DME/DME/IRU OR GPS)(IAH EAST FLOW)FST SAT HTOWN (RNAV)-STAR or	
	(TURBOJETS & TURBOPROPS – DME/DME/IRU OR GPS)(IAH EAST FLOW)DIESL TTORO (RNAV)-STAR or	
	(TURBOJETS & TURBOPROPS – DME/DME/IRU OR GPS)(IAH WEST FLOW)FST SAT TEJAS (RNAV)-STAR	

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TOWER ENROUTE CONTROL
(TEC)
NORTHERN CALIFORNIA



**TOWER ENROUTE CONTROL (TEC)
FOR
NORTHERN CALIFORNIA**

Within the national airspace system it is possible for a pilot to fly IFR from one point to another without leaving approach control airspace. This is referred to as "Tower Enroute" which allows flight beneath the enroute structure. The tower enroute concept has been expanded (where practical) by reallocating airspace vertically/geographically to allow flight planning between city pairs while remaining within approach control airspace. Pilots are encouraged to use the TEC route descriptions provided in the Southwest U.S. Chart Supplement when filing flight plans. Other airways which appear to be more direct between two points may take the aircraft out of approach control airspace thereby resulting in additional delays or other complications. All published TEC routes are designed to avoid enroute airspace and the majority are within radar coverage. The following items should be noted before using the graphics and route descriptions.

1. The graphic is not to be used for navigation nor detailed flight planning. Not all city pairs are depicted. It is intended to show geographic areas connected by these routes. Pilots should refer to route descriptions for specific flight planning.
2. The route description contains five columns of information after geographic area listed in the heading, where the departure airport is located; i.e., the airport/airports of intended landing using FAA three letter/letter-two number identifiers, the coded route number, route direction (See item 8), the specific route (airway, radial, etc.), the altitude allowed for type of aircraft and the routes.
3. The word "DIRECT" will appear as the route when radar vectors will be used or no airway exists. Also this indicates that a Standard Instrument Departure (SID) or Standard Terminal Arrival (STAR) may be applied by ATC.
4. When a NAVAID or intersection identifier appears with no airway immediately preceding or following the identifier, the routing is understood to be DIRECT to or from that point unless otherwise cleared by ATC or radials are listed (See item 5).
5. Routes beginning and ending with an airway indicate that the airway essentially overflies the airport or radar vectors will be applied.
6. Where more than one route is listed to the same destination, ensure you file correct route for type of aircraft which is denoted after the route in the altitude column using J,M,P, or Q. These are listed after item 10 under Aircraft Classification.
7. Although all airports are not listed under the destination column, IFR flight may be planned to satellite airports in the proximity of major airports via the same routing.
8. The runway in use at San Francisco International Airport (SFO) determines which route to file in Northern California. When SFO is landing Runways 28/01, file the applicable SFOW route. When SFO is landing Runways 19/10, file the applicable SFOE route. If there is no direction listed, the route may be filed regardless of the runway in use at SFO.
9. Aircraft types (i.e. J, M, P, and Q) are listed at the beginning of the altitude and should be used with the route of flight filed. (See Aircraft Classification below). The altitudes shown are to be used for the route. This allows for separation of various arrival routes, departure routes, and overflights to, from, and over all airports in the Northern California area.
10. Until further notice, do not file coded route identifiers; file the full route listed

LEGENDS

AIRCRAFT CLASSIFICATION

- (J) =Jet powered
(M) =Turbo Props/Special (cruise speed 190 knots or greater)
(P) =Non-jet (cruise speed 190 knots or greater)
(Q) =Non-jet (cruise speed 189 knots or less)

TOWER ENROUTE CONTROL
TOWER ENROUTE CONTROL FOR NORTHERN CALIFORNIA

HAYWARD

FROM: HWD

TO:	ROUTE	DIRECTION	ROUTE	ALTITUDE
AUN BAB E36 GOO JAQ LHM MCC MHR MYV 061 OVE PVF RIU	HWD18	SFOW	OAK V244 ALTAM	Q50
103 C83 LVK SCK TCY 020 027 ...	HWD23	SFOW	OAK V244 ALTAM	JMP70
103 C83 LVK SCK TCY 020 027 ...	HWD24	SFOE	OAK V244 ALTAM	JMPQ50
AUN BAB E36 GOO JAQ LHM MCC MHR MYV 061 OVE PVF RIU	HWD01	SFOW	OAK V6 SAC.....	QMP50
AUN BAB E36 GOO JAQ LHM MCC MHR MYV 061 OVE PVF RIU	HWD06		ORRCA	J110
AUN BAB E36 GOO JAQ LHM MCC MHR MYV 061 OVE PVF RIU	HWD13	SFOE	OAK V244 ALTAM V334 SAC	Q50MP70
CCR DWA EDU 041 SUU VCB	HWD02		OAK V6 COLLI.....	JMPQ50
CVH MRY OAR SNS WV1.....	HWD03	SFOW	OSI V25 SNS.....	Q50
CVH MRY OAR SNS WV1.....	HWD14	SFOW	EUGEN	JMP110
CVH MRY OAR SNS WV1.....	HWD15	SFOE	SUNOL V301 KARNN V111 SNS ..	MPQ50
CVH MRY OAR SNS WV1.....	HWD20	SFOE	EUGEN	J60
F34 LSN MCE MER MOD.....	HWD04	SFOW	OAK V244 ALTAM MOD.....	Q50
F34 LSN MCE MER MOD.....	HWD21	SFOW	OAK V244 ALTAM MOD.....	JMP70
F34 LSN MCE MER MOD.....	HWD22	SFOE	OAK V244 ALTAM MOD.....	JMPQ50
HAF	HWD16	SFOE	GOBBS	JMPQ40
HAF	HWD17	SFOW	OSI JUMDA.....	JMPQ50
NUQ PAO RHV E16.....	HWD12	SFOE	SUNOL SJC.....	JMPQ40
NUQ PAO RHV SJC E16	HWD07	SFOW	SUNOL SJC.....	JMPQ50
SAC 088	HWD08	SFOW	CCR COUPS	JMP100
SAC SMF 088.....	HWD09	SFOW	OAK V6 SAC.....	Q50
SAC SMF 088.....	HWD74	SFOE	OAK V244 ALTAM V392 SAC	MPQ50
SJC.....	HWD05	SFOE	OAK ARTAQ	J30
SMF	HWD10	SFOW	CCR CONCORD-STAR	JMP100
SQL	HWD11	SFOW	OSI.....	JMPQ50
SQL	HWD19	SFOE	SUNOL SJC.....	JMPQ50

LIVERMORE

FROM: LVK

TO:	ROUTE	DIRECTION	ROUTE	ALTITUDE
AUN BAB E36 GOO JAQ LHM MCC MHR MYV 061 OVE PVF RIU	LVK01		ALTAM V334 SAC.....	JMPQ50
CVH MRY SNS OAR WV1.....	LVK02		ALTAM MOD V111 SNS.....	JMPQ60
HAF	LVK03		ALTAM V334 SUNOL.....	JMPQ60
LSN MCE MER MOD F34.....	LVK05		ALTAM MOD	JMPQ50
NUQ PAO RHV SJC E16	LVK07		ALTAM V334 SJC.....	JMPQ60
OAK HWD	LVK79		ALTAM	JMPQ60
SAC SMF 088.....	LVK04		ALTAM V334 SAC.....	JMPQ50
SCK TCY C83 027 103	LVK06		ALTAM	JMPQ50
SFO	LVK10		ALTAM	JMPQ60
SQL	LVK08		ALTAM V334 SUNOL DOTAL.....	JMPQ60

MATHER

FROM: AUN BAB E36 GOO JAQ LHM MCC MHR MYV 061 OVE PVF RIU

TO:	ROUTE	DIRECTION	ROUTE	ALTITUDE
AUN BAB E36 GOO JAQ	MHR01		JMPQ50
CVH MRY OAR SNS WV1.....	MHR02		MOD V111 SNS	JMP100Q70
HAF	MHR15		SAC V334 SUNOL	JMPQ70
HWD	MHR03		SAC V334 SUNOL	MPQ70
HWD	MHR12		THORN SHARR CATTY.....	J100
LSN MCE MER MOD	MHR11		MOD	JMP70Q50
LVK SCK TCY C83 027	MHR10		LIN.....	MPQ50
NUQ PAO RHV SJC E16	MHR09		MOD BUSHY LICKE	Q50
NUQ PAO RHV SJC E16	MHR13		MOD BORED KLIDE.....	J100MP70
OAK	MHR07	SFOW	SAC V334 SUNOL	MPQ70
OAK	MHR08	SFOW	THORN BANND FFIST PARBB	J100
OAK	MHR14	SFOE	THORN BANND KEERN HIRMO ..	J100
OAK	MHR72	SFOE	SAC V494 POPES SGD V87 REBAS	MPQ60
SAC SMF 088.....	MHR06		SAC.....	JMPQ30
SFO	MHR04	SFOW	THORN ALWYS CEDES ARCHI SFO	J150

TOWER ENROUTE CONTROL

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SFO.....	MHR05	SFOW	ORRCA RISTI (RNAV)-STAR	MPQ90
SFO.....	MHR17	SFOE	SAC V6 RYMAR CCR	MPQ80
SFO.....	MHR74	SFOE	THORN ALWYS ARRTU BERKS SFO	J150
MODESTO				
FROM: F34 LSN MCE MER MOD				
TO:	ROUTE	DIRECTION	ROUTE	ALTITUDE
AUN BAB E36 G00 JAQ LHM MCC MHR MYV 061 OVE PVF RIU.....	MOD02		LIN	J80MPQ60
CCR DWA EDU 041 SUU VCB.....	MOD05		LIN	JMPQ60
CVH MRV OAR SNS WV1.....	MOD04		MOD V111 SNS.....	JMPQ60
E16 NUQ PAO RHV SJC.....	MOD06	SFOW	BORED KLIDE	JMP70
E16 NUQ PAO RHV SJC.....	MOD19	SFOE	BORED KLIDE	JMP90
E16 NUQ PAO RHV SJC.....	MOD20		BUSHY	Q60
HWD.....	MOD13		SHARR CATTY	J80
HWD OAK HAF	MOD03		SUNOL.....	JMPQ60
LVK.....	MOD01		UHHUT.....	JMPQ40
NUQ SJC PAO RHV E16.....	MOD10		BUSHY	Q60
NUQ SJC PAO RHV E16.....	MOD12	SFOE	BORED KLIDE	JMP90
OAK	MOD14		TOOOL.....	J80
SAC SMF 088.....	MOD08		SAC	J60MPQ40
SCK TCY C83 027 103	MOD15	SFOW	BORED KLIDE	JMP70
SCK TCY C83 027 103	MOD15		JMPQ40
SFO.....	MOD07	SFOW	ALWYS CEDES ARCHI	J100
SFO.....	MOD16	SFOE	ALWYS ARRTU BERKS.....	J100
SFO.....	MOD17	SFOE	REJOY V6 PITTS	MPQ80
SFO.....	MOD18	SFOW	CEDES	MPQ90
SQL.....	MOD21		DOCAL.....	JMPQ60
FROM: LSN MCE MER MOD				
TO:	ROUTE	DIRECTION	ROUTE	ALTITUDE
OAK	MOD09		TOOOL.....	J80
MONTEREY				
FROM: MRV CVH OAR SNS WV1				
TO:	ROUTE	DIRECTION	ROUTE	ALTITUDE
AUN BAB E36 G00 JAQ LHM MCC MYV 061 OVE PVF RIU.....	MYR01		SNS V111 MOD LIN.....	MPQ70
AUN BAB E36 G00 JAQ LHM MCC MYV 061 OVE PVF RIU.....	MYR02	SFOW	SJC SALAD SAC	J130
AUN BAB E36 G00 JAQ LHM MCC MYV 061 OVE PVF RIU.....	MYR10	SFOE	SJC ALTAM SAC.....	J120
HWD	MYR13	SFOE	SNS V111 KARNN V301 SUNOL...	J70
HWD OAK.....	MYR03	SFOW	SNS V111 KARNN V301 SUNOL...	MPQ80
HWD OAK.....	MYR11	SFOE	SNS V111 KARNN V301 SUNOL...	MPQ70
HWD OAK.....	MYR12	SFOW	SNS PXN PANOCHE-STAR	J100
LSN MCE MER MOD F34.....	MYR04	SFOW	SNS V111 MOD.....	J90MPQ70
LSN MCE MER MOD F34.....	MYR15	SFOE	SNS V111 MOD.....	JMPQ70
LVK SCK TCY C83 027 103.....	MYR05		SNS V111 MOD	JMPQ70
NUQ PAO RHV SJC E16.....	MYR07		SJC	JMPQ60
OAK	MYR14	SFOE	SHOEY V27 HADLY SAU.....	J100
SAC SMF 088.....	MYR06	SFOE	SJC ALTAM SAC.....	J120
SAC SMF 088.....	MYR08		SNS V111 MOD SAC	MPQ70
SAC SMF 088.....	MYR16	SFOW	SJC SALAD SAC	J130
SFO.....	MYR09	SFOW	SANTY V25 OSI	MPQ60
SFO.....	MYR18	SFOW	SANTY EDDYY	J110
SFO.....	MYR19	SFOE	SHOEY V27 HADLY SAU.....	J100MPQ70
SQL.....	MYR17		DOCAL.....	MPQ60
MOUNTAIN VIEW				
FROM: E16 NUQ PAO RHV				
TO:	ROUTE	DIRECTION	ROUTE	ALTITUDE
AUN BAB E36 G00 JAQ LHM MCC MHR MYV 061 OVE PVF RIU.....	NUQ01		SJC V334 SUNOL MOD LIN	MP70Q50
CCR DWA EDU 041 SUU VCB.....	NUQ02		SJC V334 SUNOL	JMPQ50
FROM: NUQ				
TO:	ROUTE	DIRECTION	ROUTE	ALTITUDE
HAF	NUQ06	SFOE	GOBBS.....	JMPQ50
FROM: NUQ PAO RHV E16				

TOWER ENROUTE CONTROL

TO:	ROUTE	DIRECTION	ROUTE	ALTITUDE
HAF	NUQ05	SFOW	OSI JUMDA.....	JMPQ50
LSN MCE MER MOD F34 LVK SCK TCY C83 103	NUQ10		SJC V334 SUNOL MOD.....	JMPQ50
SFO	NUQ07		SFO.....	JMPQ50
SJC NUQ PAO RVH E16	NUQ04		SJC	JMPQ40
SQL	NUQ08		DOCAL.....	JMPQ50
OAKLAND				
FROM: OAK				
TO:	ROUTE	DIRECTION	ROUTE	ALTITUDE
AUN BAB E36 G00 JAQ LHM MCC MHR MYV 061 OVE PVF RIU	OAK01	SFOW	OAK V6 SAC.....	QMP50
AUN BAB E36 G00 JAQ LHM MCC MHR MYV 061 OVE PVF RIU	OAK02		OAK ORRCA.....	J110
AUN BAB E36 G00 JAQ LHM MCC MHR MYV 061 OVE PVF RIU	OAK11	SFOE	OAK V244 ALTAM V334 SAC	Q50MP70
CCR DWA EDU 041 SUU VCB	OAK03	SFOW	OAK V6 COLLI.....	JMPQ50
CCR DWA EDU 041 SUU VCB	OAK12	SFOE	OAK V244 ALTAM V334 OAKEY ...	JMPQ50
CVH MRY OAR SNS WVI.....	OAK04	SFOW	EUGEN	J110MPQ70
CVH MRY OAR SNS WVI.....	OAK13	SFOE	OAK V107 CATHE V111 SNS	MPQ70
CVH MRY OAR SNS WVI.....	OAK14	SFOE	OAK EUGEN.....	J110
LSN MCE MER MOD F34.....	OAK05	SFOW	OAK V244 ALTAM MOD	JMP70Q50
LSN MCE MER MOD F34.....	OAK15	SFOE	OAK V244 ALTAM MOD	JMPQ50
NUQ PAO RVH E16.....	OAK07	SFOE	OAK SUNOL SJC.....	JMPQ40
NUQ PAO RVH SJC E16	OAK10	SFOW	EUGEN OSI.....	JMPQ50
SAC SMF 088	OAK08	SFOW	OAK V6 SAC.....	MP90Q50
SAC SMF 088	OAK09		ORRCA	J110
SAC SMF 088	OAK18	SFOE	OAK V244 ALTAM V334 SAC	MPQ50
SCK LVK TCY C83 027 103	OAK16	SFOW	OAK V244 ALTAM	JMP70Q50
SCK LVK TCY C83 027 103	OAK20	SFOE	OAK V244 ALTAM	JMPQ50
SJC	OAK17	SFOE	ARTAQ.....	J30
SQL	OAK06	SFOW	EUGEN OSI.....	JMPQ50
SQL	OAK19	SFOE	SUNOL SJC.....	MPQ50
PALO ALTO				
FROM: PAO RVH E16				
TO:	ROUTE	DIRECTION	ROUTE	ALTITUDE
HAF	PA001	SFOE	GOBBS	JMPQ40
SACRAMENTO				
FROM: SAC SMF 088				
TO:	ROUTE	DIRECTION	ROUTE	ALTITUDE
CVH MRY OAR SNS WVI.....	SAC05		MOD V111 SNS	JMP100Q70
HWD	SAC06		THORN SHARR CATTY.....	J100
HWD HAF	SAC07		SAC V334 SUNOL	MPQ70
LSN MCE MER MOD F34.....	SAC08		MOD	JMP70Q50
LVK SCK TCY C83 027 103	SAC09		LIN.....	JMP70Q50
NUQ PAO RVH SJC SQL E16	SAC10		MOD BORED KLIDE	J100MP70
NUQ PAO RVH SJC SQL E16	SAC12		SAC MOVDD BUSHY	Q50
OAK	SAC01	SFOW	THORN BANND FFIST PARBB	J100
OAK	SAC11	SFOW	SAC V334 SUNOL	MPQ70
OAK	SAC13	SFOE	SAC V494 POPES SGD V87 REBAS	MPQ60
OAK	SAC14	SFOE	THORN BANND KEENR HIRMO...	J100
SAC SMF 088	SAC02		SAC	JMPQ50
SFO	SAC03	SFOW	THORN ALWYS CEDES ARCHI.....	J150
SFO	SAC04	SFOW	ORRCA RISTI (RNAV)-STAR	MPQ90
SFO	SAC16	SFOE	SAC V6 RYMAR CCR	MPQ80
SFO	SAC17	SFOE	THORN ALWYS ARRTU BERKS....	J150
SAN CARLOS				
FROM: SQL				
TO:	ROUTE	DIRECTION	ROUTE	ALTITUDE
CVH MRY OAR SNS WVI.....	SQL04	SFOW	OSI V25 SNS.....	JMPQ50
CVH MRY OAR SNS WVI.....	SQL05	SFOE	OSI V25 SNS.....	JMPQ60
E16 NUQ PAO RVH SJC	SQL06		OSI SJC	JMPQ50
LSN MCE MER MOD F34.....	SQL01	SFOW	SJC V334 SUNOL MOD.....	JMP70Q50
LSN MCE MER MOD F34 LVK SCK TCY C83 020 027 103.....	SQL02	SFOE	OAK V244 ALTAM MOD	JMP70Q50

TOWER ENROUTE CONTROL

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LVK SCK TCY C83 020 027 103 ...	SQL03	SFOE	OAK V244 ALTAM	JMPQ50
SAC SMF 088.....	SQL06	SFOW	OAK V6 SAC.....	Q50
SAC SMF 088.....	SQL07	SFOW	ORRCA	JMP110
SAC SMF 088.....	SQL08	SFOE	OAK V244 ALTAM V334 SAC.....	MPQ50
SAC SMF 088.....	SQL09	SFOE	ORRCA	J110

SAN FRANCISCO

FROM: SFO

TO:	ROUTE	DIRECTION	ROUTE	ALTITUDE
CVH MRY OAR SNS WV1	SF006	SFOW	EUGEN	J100MPQ50
CVH MRY OAR SNS WV1	SF017	SFOE	OSI V25 SNS	JMPQ50
SAC 088	SF003	SFOW	ORRCA	J30

FROM: SFO HAF

TO:	ROUTE	DIRECTION	ROUTE	ALTITUDE
CVH MRY OAR SNS WV1	SF010	SFOW	EUGEN	J100MPQ50
E16 NUQ PAO RHV SJC.....	SF018	SFOW	OSI SJC	JMPQ50
E16 NUQ PAO RHV SJC.....	SF019	SFOE	SJC	JMPQ30
LSN MCE MER MOD F34	SF015	SFOW	OAK V244 ALTAM MOD	MPQ50
LSN MCE MER MOD F34 LVK SCK	SF008	SFOW	ALTAM	J30
TCY C83 020 027 103.....				
LSN MCE MER MOD F34 LVK SCK	SF016	SFOE	CIITY ALTAM	J30
TCY C83 020 027 103.....				
LVK SCK TCY C83 020 027 103	SF007		OAK V244 ALTAM MOD	MPQ50
.....				
SAC 088	SF022	SFOE	CIITY ALTAM	J50
SAC SMF 088	SF020	SFOE	OAK V244 ALTAM V392 SAC.....	MPQ50
SAC SMF 088	SF004	SFOW	OAK V6 SAC	MPQ50
.....				
SMF	SF021	SFOE	CIITY BCEEE CCR CONCORD-STAR	J50
SMF	SF001	SFOW	CCR CONCORD-STAR.....	J30
.....				

FROM: SFO HAF SQL

TO:	ROUTE	DIRECTION	ROUTE	ALTITUDE
AUN BAB E36 GOO JAQ LHM MCC	SF002	SFOE	OAK V244 ALTAM V392 SAC.....	MPQ50
MHR MYV 061 OVE PVF RIU.....				
AUN BAB E36 GOO JAQ LHM MCC	SF005	SFOE	CIITY ALTAM	J50
MHR MYV 061 OVE PVF RIU.....				
AUN BAB E36 GOO JAQ LHM MCC	SF011	SFOW	OAK V6 SAC	MPQ50
MHR MYV 061 OVE PVF RIU.....				
AUN BAB E36 GOO JAQ LHM MCC	SF012	SFOW	ORRCA	J30
MHR MYV 061 OVE PVF RIU.....				
CVH MRY OAR SNS WV1	SF013	SFOE	OSI V25 SNS	JMP50

FROM: SFO SQL

TO:	ROUTE	DIRECTION	ROUTE	ALTITUDE
HAF	SF009	SFOW	OSI JUMDA	J50MPQ40
HAF	SF014	SFOE	GOBBS.....	JMPQ40

SAN JOSE

FROM: NUQ PAO RHV E16

TO:	ROUTE	DIRECTION	ROUTE	ALTITUDE
CVH MRY OAR SNS WV1	SJC22		SNS	JMPQ70
SAC SMF 088.....	SJC03		SJC V334 SAC.....	JMP70Q50

FROM: SJC

TO:	ROUTE	DIRECTION	ROUTE	ALTITUDE
CCR DWA EDU 041 SUU VCB.....	SJC13		SUNOL.....	JMPQ50
CVH MRY OAR SNS WV1.....	SJC11	SFOW	SNS	MPQ70
CVH MRY OAR SNS WV1.....	SJC12		MOONY SNS.....	J70
CVH MRY OAR SNS WV1.....	SJC16	SFOE	MOONY SNS.....	MPQ70
HAF	SJC17	SFOE	GOBBS.....	JMPQ60
HAF	SJC10	SFOW	MOONY OSI JUMDA.....	JMPQ60
.....				
LSN MCE MER MOD F34 LVK SCK	SJC07		MOONY MOD	J60
TCY C83 103				
LSN MCE MER MOD F34 LVK SCK	SJC08		SUNOL MOD	MPQ50
TCY C83 103				
SAC SMF 088	SJC01	SFOW	TECKY SJC BMRNG ORRCA.....	J120
SAC SMF 088	SJC02	SFOE	ORRCA	J110

TOWER ENROUTE CONTROL

SAC SMF 088.....	SJC05		SUNOL SAC	MPQ50
SFO	SJC18	SFOW	MOONY SJC	JMPG50
SFO	SJC19	SFOE	SFO.....	JMPQ60
SJC NUQ PAO RVH E16	SJC04		MOONY	JMPG50
SQL	SJC20	SFOW	MOONY DOCAL	JMPQ40
SQL	SJC21	SFOE	DOCAL.....	JMPQ50
FROM: SJC NUQ PAO RVH E16				
TO:	ROUTE	DIRECTION	ROUTE	ALTITUDE
AUN BAB E36 G00 JAQ LHM MCC MHR MYV 061 OVE PVF RIU	SJC09	SFOW	TECKY SJC BMRNG ORRCA.....	J120
AUN BAB E36 G00 JAQ LHM MCC MHR MYV 061 OVE PVF RIU	SJC14		SUNOL LIN	MPQ50
AUN BAB E36 G00 JAQ LHM MCC MHR MYV 061 OVE PVF RIU	SJC15	SFOE	ORRCA	J110
CCR DWA EDU 041 SUU VCB	SJC73	SFOE	SJC V334 OAKEY	JMPQ50
STOCKTON				
FROM: SCK TCY C83 027 103				
TO:	ROUTE	DIRECTION	ROUTE	ALTITUDE
LSN MCE MER MOD F34.....	SCK05		JMPQ30
FROM: SCK TCY C83 027 103				
TO:	ROUTE	DIRECTION	ROUTE	ALTITUDE
AUN BAB E36 G00 JAQ LHM MCC MHR MYV 061 OVE PVF	SCK01		LIN.....	MPQ60
CVH MRY SNS OAR WVI.....	SCK09	SFOW	MOD V111 SNS	J100MPQ60
CVH MRY SNS OAR WVI.....	SCK12	SFOE	MOD V111 SNS	MPQ60
HAF	SCK03	SFOW	SUNOL	MPQ60
HAF	SCK13	SFOE	MOD V111 SNS V230 SHOEY GOBBS	MPQ60
HWD	SCK04		SUNOL	MPQ60
HWD	SCK14		SHARR CATTY.....	J60
NUQ PAO RVH SJC E16	SCK06	SFOW	BORED KLIDE	JMP70
NUQ PAO RVH SJC E16	SCK11		BUSHY	Q60
NUQ PAO RVH SJC E16	SCK15	SFOE	BORED KLIDE	JMP90
OAK	SCK07	SFOW	SUNOL	MPQ60
OAK	SCK10	SFOW	TOOOL.....	J60
OAK	SCK16	SFOE	ALTAM	MPQ60
OAK	SCK17	SFOE	KEENR HIRMO.....	J80
SFO	SCK08	SFOW	ALWYS CEDES ARCHI.....	J100
SFO	SCK18	SFOE	ALWYS ARRTU BERKS.....	J100
SFO	SCK19	SFOW	CEDES.....	MPQ90
SFO	SCK20	SFOE	REJOY V6 PITTS.....	MPQ60
SQL	SCK02		BUSHY DOCAL.....	Q60
SQL	SCK21	SFOW	BORED KLIDE	JMP70
SQL	SCK22	SFOE	BORED KLIDE	JMP90



**TOWER ENROUTE CONTROL (TEC)
FOR
SOUTHERN CALIFORNIA**

Within the national airspace system it is possible for a pilot to fly IFR from one point to another without leaving approach control airspace. This is referred to as "Tower Enroute" which allows flight beneath the enroute structure. The tower enroute concept has been expanded (where practical) by reallocating airspace vertically/geographically to allow flight planning between city pairs while remaining within approach control airspace. Pilots are encouraged to use the TEC route descriptions provided in the Southwest U.S. Chart Supplement when filing flight plans. Other airways which appear to be more direct between two points may take the aircraft out of approach control airspace thereby resulting in additional delays or other complications. All published TEC routes are designed to avoid enroute airspace and the majority are within radar coverage. The following items should be noted before using the graphics and route descriptions.

1. The graphic is not to be used for navigation nor detailed flight planning. Not all city pairs are depicted. It is intended to show geographic areas connected by tower enroute control. Pilots should refer to route descriptions for specific flight planning.
2. The route description contains four columns of information after geographic area listed in the heading, where the departure airport is located; i.e., the airport/airports of intended landing using FAA three letter/letter-two number identifiers, the coded route number (this should be used when filing the flight plan and will be used by ATC in lieu of reading out the full route description), the specific route (airway, radial, etc.), the altitude allowed for type of aircraft and the routes.
3. The word "DIRECT" will appear as the route when radar vectors will be used or no airway exists. Also this indicates that a Standard Instrument Departure (SID) or Standard Terminal Arrival (STAR) may be applied by ATC.
4. When a NAVAID or intersection identifier appears with no airway immediately preceding or following the identifier, the routing is understood to be DIRECT to or from that point unless otherwise cleared by ATC or radials are listed (See item 5).
5. Routes beginning and ending with an airway indicate that the airway essentially overflies the airport or radar vectors will be applied.
6. Where more than one route is listed to the same destination, ensure you file correct route for type of aircraft which is denoted after the route in the altitude column using J,M,P, or Q. These are listed after item 10 under Aircraft Classification.
7. Although all airports are not listed under the destination column, IFR flight may be planned to satellite airports in the proximity of major airports via the same routing.
8. Los Angeles International Airport (LAX) and four other airports (ONT-SAN-TOA-SNA) have two options due to winds and these affect the traffic flows and runways in use. To indicate the difference the following symbols are used after the airport: Runway Number, W for west indicating normal conditions, E for East, and N for North indicating other than normal operation. If nothing follows the airport use this route on either West, East, or North plan. Other destinations have different arrivals due to LAX being East and they have the notation "(LAX)." Torrance Airport is also unique in that the airport is shared between Los Angeles and Coast area of Southern California TRACON; for Runway 11 departures use Coast area routings and for Runway 29 departures use Los Angeles area routings.
9. When filing flight plans, the coded route identifier, i.e. SANL2, VTUL4, POML3 may be used in lieu of the route of flight.
10. Aircraft types i.e. J, M, P, and Q are listed at the beginning of the altitude and should be used with the route of flight filed. (See Aircraft Classification below). The altitudes shown are to be used for the route. This allows for separation of various arrival routes, departure routes, and overflights to, from, and over all airports in the Southern California area.

LEGENDS

AIRCRAFT CLASSIFICATION

- (J) =Jet powered
- (M) =Turbo Props/Special (cruise speed 190 knots or greater)
- (P) =Non-jet (cruise speed 190 knots or greater)
- (Q) =Non-jet (cruise speed 189 knots or less)

TOWER ENROUTE CONTROL FOR SOUTHERN CALIFORNIA

BURBANK AREA

FROM: BUR VNY WHP

TO:	ROUTE	ROUTE	ALTITUDE
HHR (RWY25)	BURP1	V186 ADAMM V394.....	PQ50
HHR.....	BURP2	V186 ITSME V264 POM V394	JM70
HHR (LAXE).....	BURP3	VNY095 ELMOO	JMPQ50
LAX.....	BURP4	VNY095 PURMS	JMPQ50
LAX (LAXE).....	BURP5	VNY SMO	JM50PQ40
SMO.....	BURP6	VNY095 DARTS	JMPQ50
CCB.....	BURP7	V186 ITSME V264 POM	JM70PQ50
CNO EMT REI L65 AJ0 ONT POC RAL RIR RIV SBD.....	BURP8	V186 PDZ	PQ50
CNO EMT REI L65 AJ0 ONT POC RAL RIR RIV SBD.....	BURP9	V186 ITSME V264 POM V197 PDZ	JM70
HMT	BURP10	V186 PDZ V186 WESIN	PQ50
HMT	BURP11	V186 ITSME V264 POM V197 PDZ V186 WESIN	JM70
F70.....	BURP14	VNY VNY095039 TIFNI V186 PDZ PDZ092015 JESEX	PQ50
F70.....	BURP15	VNY V186 ITSME V264 POM V197 PDZ PDZ092015 JESEX	JM70
AVX.....	BURP16	V186 BAYJY V363 DANAH SXC065 SXC....	PQ50
AVX.....	BURP17	TWINE V518 KIMMO V459 SLI V21 SXC...	JM90
AVX (LAXE).....	BURP18	V186 BAYJY V363 DANAH SXC065 SXC....	JM50
LGB FUL SLI TOA.....	BURP19	V186 ADAMM V394 SLI	PQ50
SNA	BURP20	V186 BAYJY V363 POXKU V8 SLI	PQ50
LGB SNA FUL SLI TOA.....	BURP21	TWINE V518 KIMMO V459 SLI	JM90
FUL SLI TOA (LAXE)	BURP22	V186 ADAMM V394 SLI	JM50
SNA (LAXE).....	BURP23	V186 BAYJY V363 POXKU V8 SLI	JM50
LGB (LAXE).....	BURP24	V186 ADAMM V394 SLI	M50
LGB (LAXE).....	BURP25	V186 BAYJY V363 DANAH V23 SLI.....	J70
CRQ NFG NKK OKB.....	BURP26	V186 ROBNN V458 OCN.....	PQ70
CRQ NFG NKK OKB.....	BURP27	TWINE V518 KIMMO V459 SLI V23 OCN ..	J110M90
CRQ NFG NKK OKB (LAXE)	BURP28	V186 BAYJY V363 DANAH V23 OCN.....	JM70
MYF NRS NZY SAN SDM SEE.....	BURP29	V186 HAILE V66 MZB.....	PQ90
MYF NRS NZY SAN SDM SEE.....	BURP30A	TWINE V518 KIMMO V459 SLI V23 KELPS MZB	M90
MYF NRS NZY SAN SDM SEE.....	BURP30B	TWINE V518 KIMMO V459 SLI SLI171 LAX118 CARDI MZB320 MZB.....	J110
MYF NRS NZY SAN SDM SEE (LAXE)	BURP31	V186 BAYJY V363 DANAH V23 KELPS MZB	J110M90
SAN (SANE).....	BURP32	V186 BAYJY V363 DANAH V165 SARGS...	PQ50
SAN (SANE).....	BURP33	TWINE V518 KIMMO V459 SLI V165 SARGS	J110M90
SAN (SANE) (LAXE)	BURP34	V186 POM164 V25 REDIN V165 SARGS...	JM70
RNM	BURP35	V186 ROBNN V208 JLI	PQ70
RNM	BURP36	TWINE V518 KIMMO V459 SLI V23 OCN V208 JLI	JM90
RNM (LAXE)	BURP37	V186 BAYJY V363 DANAH V23 OCN V208 JLI	JM70
OXR CMA NTD	BURP38	FIM.....	JMPQ40
SBA	BURP39	FIM V186 DEANO V27 KWANG.....	JMPQ60

COAST AREA

FROM: FUL LGB SLI SNA TOA (RWY11)

TO:	ROUTE	ROUTE	ALTITUDE
BUR.....	CSTP1	SLI V23 POPPR SMO125 SMO SMO311 SILEX.....	PQ40
BUR.....	CSTP2	SLI V23 LAX LAX316 SILEX	JM60
WHP VNY	CSTP3	SLI V23 POPPR SMO125 SMO SMO317 CANOG	PQ40
WHP VNY	CSTP4	SLI V23 LAX LAX320 CANOG.....	JM60
BUR VNY WHP (LAXE).....	CSTP5	SLI SLI341 ELMOO V186 VNY	JMPQ60
HHR (RWY25)	CSTP6	SLI SLI340 WELLZ	JM70PQ40
LAX.....	CSTP7	SLI.....	JM70PQ40
LAX (LAXE)	CSTP8	SLI V8 TANDY.....	JM50PQ40
SMO.....	CSTP9	SLI V8 POXKU V363 BAYJY V186 DARTS..	PQ60
SMO.....	CSTP10	SLI V459 DARTS.....	JM80

TOWER ENROUTE CONTROL

SMO (LAXE).....	CSTP11	SLI SLI341 ELMOO VNY095 DARTS.....	JM50PQ40
CCB EMT POC	CSTP12	SLI V8 POXKU V363 POM	JMPQ50
CNO REI L65 AJO ONT RAL RIR RIV SBD	CSTP13	SLI V8 PDZ	JM60PQ50
HMT	CSTP14	SLI V8 PDZ V186 WESIN	JM60PQ50
F70	CSTP16	SLI V8 PDZ PDZ092015 JESEX	JM60PQ50
CRQ NFG NKX OKB.....	CSTP17	V25 PACIF V208 OCN.....	JM70
RNM.....	CSTP18	V25 PACIF V208 JLI	JM70
MYF NRS NZY SAN SDM SEE.....	CSTP19	V25 PACIF V208 LAX118 CARDI MZB320 MZB.....	J110M90
SAN (SANE).....	CSTP20	V25 REDIN V165 SARGS	J110M90
SBA	CSTP21	SLI V23 LAX V299 VTU VTU282 KWANG ..	PQ60
SBA (LAXE)	CSTP22	SLI SLI341 ELMOO VNY095 VNY V186 FIM V186 DEANO V27 KWANG	MPQ60
SBA (LAXE)	CSTP23	SXC V208 VTU VTU282 KWANG	J100
NTD OXR CMA.....	CSTP24	SLI V23 POPPR SMO125 SMO VNY	PQ40
NTD CMA OXR (LAXE).....	CSTP25	SLI SLI341019 ELMOO V186 FIM.....	PQ40
FROM: LGB			
TO:	ROUTE	ROUTE	ALTITUDE
SBA	CSTP26	LAX V299 VTU VTU282 KWANG.....	J100M80
NTD OXR CMA.....	CSTP27	SLI V23 LAX VNY	JM60
FROM: FUL SLI SNA TOA (RWY11)			
TO:	ROUTE	ROUTE	ALTITUDE
SBA	CSTP28	SXC V208 VTU VTU282 KWANG	J100M80
NTD OXR CMA.....	CSTP29A	SLI V23 LAX VNY	M60
NTD OXR CMA.....	CSTP29B	SXC V208 VTU	J80
FROM: SNA			
TO:	ROUTE	ROUTE	ALTITUDE
CRQ NFG NKX OKB.....	CSTP30	V23 OCN	PQ50
MYF NRS NZY SAN SDM SEE.....	CSTP31	V23 MZB	PQ50
RNM.....	CSTP32	V23 OCN V208 JLI	PQ70
SAN (SANE).....	CSTP33	V23 OCN V165 SARGS	PQ50
FROM: FUL LG8 SLI TOA (RWY11)			
TO:	ROUTE	ROUTE	ALTITUDE
CRQ NFG NKX OKB.....	CSTP34	SLI V64 V363 DANAH V23 OCN	PQ50
RNM.....	CSTP35	SLI V64 V363 DANAH V23 OCN V208 JLI.	PQ70
MYF NRS NZY SAN SDM SEE.....	CSTP36	SLI V64 V363 DANAH V23 MZB.....	PQ50
SAN (SANE).....	CSTP37	SLI V64 V363 DANAH V165 SARGS	PQ50
CRQ NFG NKX OKB.....	CSTP38	V23 OCN	PQ50
MYF NRS NZY SAN SDM SEE.....	CSTP39	V23 MZB	PQ50
RNM.....	CSTP40	V23 OCN V208 JLI	PQ70
SAN (SANE).....	CSTP41	V23 OCN V165 SARGS	PQ50
FROM: AVX			
TO:	ROUTE	ROUTE	ALTITUDE
BUR	CSTP42	SXC V21 SLI V23 POPPR SMO125 SMO SMO311 SILEX.....	PQ40
BUR (LAXE)	CSTP43	SXC V21 SLI V23 LAX LAX316 SILEX	PQ40
BUR	CSTP44	SXC V21 SLI V23 LAX LAX316 SILEX	JM60
WHP VNY	CSTP45	SXC V21 SLI V23 POPPR SMO125 SMO SMO317 CANOG	PQ40
WHP VNY (LAXE)	CSTP46	SXC V21 SLI V23 LAX LAX320 CANOG.....	PQ40
WHP VNY	CSTP47	SXC V21 SLI V23 LAX LAX320 CANOG.....	JM60
CCB EMT POC	CSTP48	SLI V8 POXKU V363 POM	JMPQ50
CNO REI L65 AJO ONT RAL RIR RIV SBD	CSTP49	SLI V8 PDZ	JM60PQ50
F70	CSTP51	SLI V8 PDZ PDZ092015 JESEX	JM60PQ50
HMT	CSTP52	SLI V8 PDZ V186 WESIN	JM60PQ50
CRQ NFG NKX OKB.....	CSTP53	SXC V208 OCN	JMPQ50
MYF NRS NZY SAN SDM SEE.....	CSTP54	SXC V208 LAX118 CARDI MZB320 MZB...	J110M90
RNM.....	CSTP55	SXC V208 JLI	JMPQ70
MYF NRS NZY SAN SDM SEE.....	CSTP56	SXC V208 OCN V23 MZB	PQ50
SAN (SANE).....	CSTP57	SXC V208 OCN V165 SARGS.....	PQ50
NTD OXR CMA.....	CSTP58	SXC V208 VTU	JM80PQ60
SBA	CSTP59	SXC V208 VTU VTU282 KWANG	J100M80PQ60
SMO	CSTP60	SXC V21 SLI V8 POXKU V363 BAYJY V186 DARTS.....	PQ60
SMO (LAXE).....	CSTP61	SXC V21 SLI SLI341 ELMOO VNY095 DARTS	PQ40

EMPIRE AREA

FROM: CCB CNO EMT HMT REI L65 AJO RAL RIR RIV SBD F70 ONT POC

TO:	ROUTE	ROUTE	ALTITUDE
BUR VNY WHP	ONTP1	PDZ V186 VNY	PQ60
BUR VNY WHP	ONTP2	PDZ V197 POM V264 ITSME V186 VNY	JM80
HHR.....	ONTP3	PDZ PDZ270	JMPQ30
LAX	ONTP4	PDZ PDZ270 LAX.....	JMPQ40
LAX (LAXE)	ONTP5	PDZ PDZ270016 DOWDD V394 SLI V8 TANDY	PQ40
LAX (LAXE)	ONTP6	PDZ V16 PRADO V363 DANAH V23 SLI V8 TANDY	JM80
SMO.....	ONTP7	PDZ V186 DARTS	JMPQ60
AVX.....	ONTP8	PDZ V16 PRADO V363 DANAH SXC	JMPQ70
FUL LGB SLI TOA.....	ONTP9	PDZ PDZ270016 DOWDD V394 SLI.....	JMPQ40
SNA	ONTP10	PDZ PDZ270013 RNDAL V363 POXKU V8 SLI	JMPQ40
CRQ NFG NKK OKB	ONTP11	PDZ V186 ROBNN V458 OCN	JM110PQ70
MYF NRS NZY SAN	ONTP12	PDZ V186 HAILE V66 MZB.....	JM110PQ90
SDM SEE	ONTP12	PDZ V186 HAILE V66 MZB.....	JM110PQ90
RNM	ONTP13	PDZ V186 ROBNN V208 JLI.....	JM110PQ70
CMA OXR NTD	ONTP14	PDZ V186 FIM.....	PQ60
CMA OXR NTD	ONTP15	PDZ V197 POM V264 ITSME V186 FIM....	JM80
SBA	ONTP16	PDZ V186 DEANO V27 KWANG	PQ60
SBA	ONTP17	PDZ V197 POM V264 ITSME V186 DEANO V27 KWANG	JM80
TIJ	ONTP18	PDZ V186 PGY TIJ	JM110 PQ090

LOS ANGELES AREA

FROM: LAX WEST (J CLASS)

TO:	ROUTE	ROUTE	ALTITUDE
BUR.....	LAXP1	LAX316 SILEX.....	J50
WHP VNY	LAXP2	LAX320 CANOG	J50
AVX.....	LAXP3	LAXX-DP SLI V21 SXC	J50
FUL LGB SLI SNA TOA.....	LAXP4	LAXX-DP SLI	J50
CCB EMT POC.....	LAXP5	LAXX-DP SLI V8 POXKU V363 POM.....	J90
CNO REI L65 AJO RAL RIR RIV SBD ONT....	LAXP6	LAXX-DP SLI V8 PDZ	J90
HMT	LAXP7	LAXX-DP SLI V8 PDZ V186 WESIN	J90
F70.....	LAXP9	LAXX-DP SLI V8 PDZ PDZ092015 JESEX... ..	J90
CRQ NFG NKK OKB	LAXP10	LAXX-DP SLI SLI171 ALBAS V25 PACIF V208 OCN	J110
MYF NRS NZY SAN SDM SEE.....	LAXP11	LAXX-DP MZB	J130
RNM	LAXP12	LAXX-DP SLI SLI171 ALBAS V25 PACIF V208 JLI	J110
SAN (SANE).....	LAXP13	LAXX-DP SLI SLI171 ALBAS V25 REDIN V165 SARGS.....	J110
OXR CMA NTD	LAXP14	VENTURA-DP VTU	J60
SBA	LAXP15	VENTURA-DP VTU VTU282 KWANG	J100

FROM: LAX EAST (J CLASS)

TO:	ROUTE	ROUTE	ALTITUDE
BUR.....	LAXP16	LAX316 SILEX.....	J50
WHP VNY	LAXP17	LAX320 CANOG	J50
AVX.....	LAXP18	LAXX-DP SLI V21 SXC	J50
FUL LGB SLI SNA TOA.....	LAXP19	LAXX-DP SLI	J40
CCB EMT POC.....	LAXP20	LAXX-DP SLI V8 POXKU V363 POM.....	J90
CNO REI L65 AJO RAL RIR RIV SBD ONT....	LAXP21	LAXX-DP SLI V8 PDZ	J90
HMT	LAXP22	LAXX-DP SLI V8 PDZ V186 WESIN	J90
F70.....	LAXP24	LAXX-DP SLI V8 PDZ PDZ092015 JESEX... ..	J90
CRQ NFG NKK OKB	LAXP25	LAXX-DP SLI SLI148020 V25 PACIF V208 OCN	J110
MYF NRS NZY SAN SDM SEE.....	LAXP26	LAXX-DP SLI BAYER PACIF V208 HUBRD CARDI MZB	J130
RNM	LAXP27	LAXX-DP SLI SLI148 V25 PACIF V208 JLI.. ..	J110
SAN (SANE).....	LAXP28	LAXX-DP SLI SLI148 V25 REDIN V165 SARGS	J110
OXR CMA NTD	LAXP29	VENTURA-DP VTU	J60
SBA	LAXP30	VENTURA-DP VTU VTU282 KWANG	J100

FROM: LAX WEST AND EAST (M CLASS)

TOWER ENROUTE CONTROL

TO:	ROUTE	ROUTE	ALTITUDE
BUR	LAXP31	LAX316 SILEX	M50
WHP VNY.....	LAXP32	LAX320 CANOG.....	M50
AVX	LAXP33	SEAL BEACH-DP SLI V21 SXC.....	M50
FUL LGB SLI SNA TOA	LAXP34	SEAL BEACH-DP SLI	M50
CCB EMT POC	LAXP35	SEAL BEACH-DP SLI V8 POXKU V363 POM	M50
CNO REI L65 AJO RAL RIR RIV SBD ONT	LAXP36	SEAL BEACH-DP SLI V8 PDZ	M50
HMT	LAXP37	SEAL BEACH-DP SLI V8 PDZ V186 WESIN	M50
F70	LAXP39	SEAL BEACH-DP SLI V8 PDZ PDZ092015 JESEX.....	M50
CRQ NFG NKX OKB (LAXW)	LAXP40	SEAL BEACH-DP SLI SLI171 ALBAS V25 PACIF V208 OCN	M90
CRQ NFG NKX OKB (LAXE)	LAXP41	SEAL BEACH-DP SLI SLI148 V25 PACIF V208 OCN	M90
MYF NRS NZY SAN SDM SEE (LAXW).....	LAXP42	SEAL BEACH-DP SLI SLI171 ALBAS V25 PACIF V208 LAX118 CARDI MZB320 MZB	M90
MYF NRS NZY SAN SDM SEE (LAXE).....	LAXP43	SEAL BEACH-DP SLI SLI148 V25 PACIF V208 MZB320 MZB	M90
SAN (SANE) (LAXW).....	LAXP44	SEAL BEACH-DP SLI SLI171 ALBAS V25 REDIN V165 SARGS	M90
SAN (SANE) (LAXE)	LAXP45	SEAL BEACH-DP SLI SLI148 V25 REDIN V165 SARGS	M90
RNM (LAXW).....	LAXP46	SEAL BEACH-DP SLI SLI171 ALBAS V25 PACIF V208 JLI	M90
RNM (LAXE)	LAXP47	SEAL BEACH-DP SLI SLI148 V25 PACIF V208 JLI	M90
OXR CMA NTD (LAXW)	LAXP48	VENTURA-DP VTU	M60
CMA NTD OXR (LAXE)	LAXP49	CHATY-DP CHATY VTU	M60
SBA (LAXW)	LAXP50	VENTURA-DP VTU VTU282 KWANG	M60
SBA (LAXE)	LAXP51	CHATY-DP KWANG	M60

FROM: LAX WEST AND EAST (P AND Q CLASS)

TO:	ROUTE	ROUTE	ALTITUDE
BUR	LAXP52	LAX316 SILEX	PQ40
WHP VNY.....	LAXP53	LAX320 CANOG.....	PQ40
AVX	LAXP54	SEAL BEACH-DP SLI V21 SXC.....	PQ40
FUL LGB SLI SNA TOA	LAXP55	SEAL BEACH-DP SLI	PQ40
CCB EMT POC	LAXP56	SEAL BEACH-DP SLI V8 POXKU V363 POM	PQ50
CNO REI L65 AJO RAL RIR RIV SBD ONT	LAXP57	SEAL BEACH-DP SLI V8 PDZ	PQ50
HMT	LAXP58	SEAL BEACH-DP SLI V8 PDZ V186 WESIN	PQ50
F70	LAXP60	SEAL BEACH-DP SLI V8 PDZ PDZ092015 JESEX.....	PQ50
CRQ NFG NKX OKB	LAXP61	SEAL BEACH-DP SLI V64 V363 DANAH V23 OCN	PQ50
CRQ NFG NKX OKB (SNAN)	LAXP62	SEAL BEACH-DP SLI V23 OCN	PQ50
MYF NRS NZY SAN SDM SEE.....	LAXP63	SEAL BEACH-DP SLI V64 V363 DANAH V23 MZB	PQ50
MYF NRS NZY SAN SDM SEE (SNAN).....	LAXP64	SEAL BEACH-DP SLI V23 MZB	PQ50
RNM	LAXP65	SEAL BEACH-DP SLI V64 V363 DANAH V23 OCN JLI	PQ70
RNM (SNAN)	LAXP66	SEAL BEACH-DP SLI V23 OCN V208 JLI	PQ70
SAN (SANE).....	LAXP67	SEAL BEACH-DP SLI V64 V363 DANAH V165 SARGS	PQ50
OXR CMA NTD	LAXP68	VNY	PQ40
SBA (LAXW)	LAXP69	VENTURA-DP VTU VTU282 KWANG	PQ60
SBA (LAXE)	LAXP70	CHATY-DP KWANG	PQ60

FROM: HHR TOA (RWY29)

TO:	ROUTE	ROUTE	ALTITUDE
BUR	SCTP1	SMO SMO311 SILEX	JM50PQ40
WHP VNY	SCTP2	SMO SMO317 CANOG.....	JM50PQ40
AVX	SCTP3	SXC	JM50PQ40
FUL LGB SLI SNA TOA	SCTP4	LIMBO V64 SLI	JM50PQ40
FUL LGB SLI SNA TOA (LAXE).....	SCTP5	SLI	JMPQ40
CCB EMT POC	SCTP6	LIMBO V64 SLI V8 POXKU V363 POM	J90MPQ50
CNO REI L65 AJO RAL RIR RIV SBD ONT	SCTP7	LIMBO V64 SLI V8 PDZ	J90MPQ50
HMT	SCTP8	LIMBO V64 SLI V8 PDZ V186 WESIN.....	J90MPQ50
F70	SCTP10	LIMBO V64 SLI V8 PDZ PDZ092015 JESEX	J90MPQ50

CRQ NFG NKK OKB	SCTP11	LIMBO V64 V363 DANAH V23 OCN	PQ50
CRQ NFG NKK OKB	SCTP12	LIMBO V64 WILMA V25 PACIF V208 OCN..	J110M90
CRQ NFG NKK OKB (LAXE)	SCTP13	SLI SLI148 V25 PACIF V208 OCN	J110M90
CRQ NFG NKK OKB (SNAN)	SCTP14	LIMBO V64 SLI V23 OCN	PQ50
MYF NRS NZY SAN SDM SEE	SCTP15	LIMBO V64 V363 DANAH V23 MZB	PQ50
MYF NRS NZY SAN SDM SEE (LAXE)	SCTP16	SLI V64 V363 DANAH V23 MZB	PQ50
MYF NRS NZY SAN SDM SEE.....	SCTP17	LIMBO V64 WILMA V25 PACIF V208 LAX118 CARDI MZB320 MZB	J110M90
MYF NRS NZY SAN SDM SEE (LAXE)	SCTP18	SLI SLI148 V25 PACIF V208 MZB320 MZB	J110M90
MYF NRS NZY SAN SDM SEE (SNAN)	SCTP19	LIMBO V64 SLI V23 MZB	PQ50
RNM	SCTP20	LIMBO V64 V363 DANAH V23 OCN V208 JLI	PQ70
RNM (SNAN)	SCTP21	LIMBO V64 SLI V23 OCN V208 JLI	PQ70
RNM	SCTP22	LIMBO V64 SLI V23 OCN V208 JLI	J110M90
RNM (LAXE)	SCTP23	SLI SLI148 V25 PACIF V208 JLI	J110M90
SAN (SANE).....	SCTP24	LIMBO V64 V363 DANAH V165 SARGS....	PQ50
SAN (SANE).....	SCTP25	LIMBO V64 WILMA V25 REDIN V165 SARGS	J110M90
OXR CMA NTD	SCTP26	SMO VNY	PQ40
OXR CMA NTD	SCTP27	LAX VTU	JM60
SBA	SCTP28	LAX V299 VTU VTU282026 KWANG	JM100PQ60
SBA (LAXE)	SCTP29	LAX V23 V186 DEANO V27 KWANG	JM50PQ40
EDW L00 MHV PMD WJF IYK NID TSP VCV	SCTP30	LAX V165 LANGE V518 PMD.....	JMPQ70
SMO.....	SCTP31	LIMBO V64 SLI V8 POXKU V363 BAYJY V186 DARTS	PQ60
SMO.....	SCTP32	LIMBO V64 SLI V459 DARTS	JM80
SMO (LAXE)	SCTP33	LIMBO V64 SLI SLI341 ELMOO VNY095 DARTS	PQ40
SMO (LAXE)	SCTP34	LIMBO V64 SLI SLI341 ELMOO V186 DARTS	JM50
FROM: SMO			
TO:	ROUTE	ROUTE	ALTITUDE
BUR.....	SMOP1	SMO SM0311 SILEX	JM50PQ40
WHP VNY	SMOP2	SMO SM0317 CANOG	JM50PQ40
AVX.....	SMOP3	SMO SM0125 SXC350 SXC	M50PQ40
FUL LGB SLI SNA TOA.....	SMOP4	SMO SM0125 V64 SLI	M50PQ40
FUL LGB SLI SNA TOA.....	SMOP5	SLI	J50
FUL LGB SLI SNA TOA (LAXE)	SMOP6	SMO LAX V23 SLI	JMPQ40
CCB EMT POC.....	SMOP7	SMO SM0125 V64 SLI V8 POXKU V363 POM	MPQ50
CCB EMT POC.....	SMOP8	SLI V8 POXKU V363 POM	J90
CNO REI L65 AJO RAL RIR RIV SBD ONT....	SMOP9	SMO SM0125 V64 SLI V8 PDZ	MPQ50
CNO REI L65 AJO RAL RIR RIV SBD ONT....	SMOP10	SLI V8 PDZ	J90
HMT	SMOP11	SMO SM0125 V64 SLI V8 PDZ V186 WESIN	MPQ50
HMT	SMOP12	SLI V8 PDZ V186 WESIN	J90
F70.....	SMOP15	SMO SM0125018 V64 SLI V8 PDZ PDZ092015 JESEX	MPQ50
F70.....	SMOP16	SLI V8 PDZ PDZ092015 JESEX	J90
CRQ NFG NKK OKB	SMOP17	SMO SM0125 V64 V363 DANAH V23 OCN	PQ50
CRQ NFG NKK OKB	SMOP18	SMO SM0125 V64 SLI V23 OCN	M90
CRQ NFG NKK OKB	SMOP19	SXC V208 OCN	J110
CRQ NFG NKK OKB (LAXE)	SMOP20	SMO LAX V23 SLI SLI148 V25 PACIF V208 OCN	J110M90
CRQ NFG NKK OKB (SNAN)	SMOP21	SMO SM0125 V64 SLI V23 OCN	PQ50
MYF NRS NZY SAN SDM SEE	SMOP22	SMO SM0125 V64 V363 DANAH V23 MZB	PQ50
MYF NRS NZY SAN SDM SEE (LAXE)	SMOP23	SMO LAX V23 SLI V64 V363 DANAH V23 MZB	PQ50
MYF NRS NZY SAN SDM SEE	SMOP24	SMO SM0125 V64 SLI V23 MZB	M90
MYF NRS NZY SAN SDM SEE	SMOP25	SXC V208 LAX118 CARDI MZB320 MZB ...	J110
MYF NRS NZY SAN SDM SEE (LAXE)	SMOP26	SMO LAX V23 SLI SLI148 V25 PACIF V208 LAX118 CARDI MZB320 MZB	J110M90
MYF NRS NZY SAN SDM SEE (SNAN)	SMOP27	SMO SM0125 V64 SLI V23 MZB	PQ50
RNM	SMOP28	SMO SM0125 V64 V363 DANAH V23 OCN V208 JLI	PQ70
RNM (SNAN)	SMOP29	SMO SM0125 V64 SLI V23 OCN V208 JLI	PQ70
RNM	SMOP30	SMO SM0125 V64 SLI V23 OCN V208 JLI	M90
RNM	SMOP31	SXC V208 JLI	J110
RNM (LAXE)	SMOP32	SMO LAX V23 SLI V23 OCN V208 JLI	J110M90

TOWER ENROUTE CONTROL

SAN (SANE).....	SMOP33	SMO SMO125 V64 V363 DANAH V165 SARGS.....	PQ50
SAN (SANE).....	SMOP34	SMO SMO125 V64 SLI V165 SARGS.....	M90
SAN (SANE).....	SMOP35	SXC V208 PACIF V25 REDIN V165 SARGS	J110
OXR CMA NTD.....	SMOP36	SMO VNY	PQ40
OXR CMA NTD.....	SMOP37	VTU	JM60
SBA	SMOP38	SMO V107 SADDE V299 VTU VTU282 KWANG	J100MPQ60
SBA (LAXE)	SMOP39	LAX V23 V186 DEANO V27 KWANG	JM50PQ40

PALM SPRINGS AREA

FROM: PSP UDD TRM

TO:	ROUTE	ROUTE	ALTITUDE
BUR VNY WHP	PSPP1	V388 PDZ V186 VNY	PQ100
BUR VNY WHP	PSPP2	PSP V388 DEWAY POM VNY	JM120
AJO CNO RAL RIR ONT RIV SBD L65	PSPP3	PSP V388 PDZ	JM120PQ100
HMT	PSPP4	V388 PDZ V186 WESIN	JM120PQ100
EMT POC CCB	PSPP5	PSP V388 PDZ PDZ270013 RNDAL V363 POM	JM120PQ100
F70	PSPP7	PSP V388 PDZ PDZ092015 JESEX	JM120PQ100
FUL LGB SLI TOA.....	PSPP8A	PSP V388 PDZ PDZ270016 DOWDD V394 SLI	PQ100
FUL LGB SLI TOA SNA	PSPP8B	PSP V388 DEWAY FRETS KAYOH-STAR	JM120
HHR (RWY25)	PSPP9	V388 PDZ PDZ270	JM120PQ100
LAX.....	PSPP10A	V388 PDZ LAHAB	M120PQ100
LAX.....	PSPP10B	PSP V388 LENHO SEAVU	J120
LAX (LAXE)	PSPP11	PSP V388 PDZ PDZ270016 DOWDD V394 SLI VS TANDY	PQ100
LAX (LAXE)	PSPP12	V388 ACINS V283 SLI V8 TANDY	JM120
SMO	PSPP13A	PSP V388 PDZ V186 DARTS	PQ100
SMO	PSPP13B	PSP V388 DEWAY POM DARTS	JM120
CMA OXR NTD.....	PSPP14	V388 PDZ V186 FIM	PQ100
CMA OXR NTD.....	PSPP15	PSP V388 DEWAY POM VNY V186 FIM.....	JM120
SBA	PSPP16	V388 PDZ V186 DEANO V27 KWANG.....	PQ100
SBA	PSPP17	PSP V388 DEWAY POM VNY V186 DEANO V27 KWANG	JM120
SNA	PSPP18	PSP V388 PDZ PDZ270013 RNDAL V363 POXKU V8 SLI	PQ100

PALMDALE AREA

FROM: EDW LOO MHV PMD WJF

TO:	ROUTE	ROUTE	ALTITUDE
HHR (RWY25)	EDWP1	PMD V518 KIMMO V459 DARTS V186 ADAMM V394	JMPQ80
FUL LGB SLI SNA TOA	EDWP2	PMD V201 BERRI V459 SLI	JMPQ90
FUL LGB SLI SNA TOA (LAXE).....	EDWP3	PMD V386 V23 LAX V25 ALBAS SLI	MPQ80
BUR VNY	EDWP4	PMD PMD240 LYNNX VNY329 VNY	JMPQ80
SMO	EDWP5	PMD V518 KIMMO V459 DARTS	JMPQ80
CMA OXR NTD.....	EDWP6	PMD V386 FIM	JMPQ80

PT MUGU AREA

FROM: OXR CMA

TO:	ROUTE	ROUTE	ALTITUDE
SBA	VTUP1	KWANG	JMPQ40
BUR	VTUP2	VTU054 TOAKS	JMPQ50
WHP VNY	VTUP3	CMA CMA072 GINNA	JMPQ50
PMD WJF EDW NID VCV IYK LOO MHV TSP.	VTUP4	FIM V386 PMD	JMPQ70
AVX	VTUP5	VTU V208 SXC	JM70PQ50
FUL LGB SLI TOA.....	VTUP6	VTU044 GINNA V326 VNY V186 ADAMM V394 SLI	PQ50
SNA	VTUP7	VTU044 GINNA V326 VNY V186 BAYJY V363 POXKU V8 SLI	PQ50
HHR	VTUP8	VTU V299 SADDE V107 SMO SM0125 POPPR V23 SLI	PQ50
FUL LGB SLI TOA SNA HHR	VTUP9	VTU V208 SXC SLI	JM70
HHR (LAXE).....	VTUP10	VTU044 GINNA V326 VNY V186 ELMOO ..	JM70PQ50
LAX.....	VTUP11	VTU V299 SADDE V107 SMO	JMPQ50
LAX (LAXE)	VTUP12	VTU V25 EXERT	JMPQ50
SMO	VTUP13	VTU044 GINNA V326 VNY V186 DARTS...	JMPQ50

TOWER ENROUTE CONTROL

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CCB	VTUP14	VTU044 GINNA V326 VNY V186 ITSME V264 POM	JM70PQ50
CNO EMT REI L65 AJO ONT POC RAL RIR RIV SBD.....	VTUP15	VTU044 GINNA V326 VNY V186 PDZ	PQ50
CNO EMT REI L65 AJO ONT POC RAL RIR RIV SBD.....	VTUP16	VTU044 GINNA V326 VNY V186 ITSME V264 POM V197 PDZ	JM70
HMT	VTUP17	VTU044 GINNA V326 VNY V186 PDZ V186 WESIN	PQ50
HMT	VTUP18	VTU044 GINNA V326 VNY V186 ITSME V264 POM V197 PDZ V186 WESIN	JM70
F70.....	VTUP21	VTU VTU044013 GINNA V326 VNY V186 PDZ PDZ092015 JESEX	PQ50
F70.....	VTUP22	VTU VTU044013 GINNA V326 VNY V186 ITSME V264 POM V197 PDZ PDZ092015 JESEX	JM70
CRQ NFG NKX OKB	VTUP23	VTU044 GINNA V326 VNY V186 ROBNN V458 OCN	PQ70
CRQ NFG NKX OKB (LAXE)	VTUP24	VTU044 GINNA V326 VNY V186 ROBNN V458 OCN	PQ70
CRQ NFG NKX OKB	VTUP25	VTU V208 SXC V208 OCN	J110M90
MYF NRS NZY SAN SDM SEE	VTUP26	VTU044 GINNA V326 VNY V186 HAILE V66 MZB	PQ90
MYF NRS NZY SAN SDM SEE (LAXE)	VTUP27	VTU044 GINNA V326 VNY V186 HAILE V66 MZB	PQ70
MYF NRS NZY SAN SDM SEE	VTUP28	VTU V208 SXC V208 LAX118 CARDI MZB320 MZB	J110M90
RNM	VTUP29	VTU044 GINNA V326 VNY V186 ROBNN V208 JLI	PQ70
RNM (LAXE)	VTUP30	VTU044 GINNA V326 VNY V186 ROBNN V208 JLI	PQ70
RNM	VTUP31	VTU V208 SXC V208 JLI	J110M90
SAN (SANE).....	VTUP32	VTU044 GINNA V326 VNY V186 BAYJY V363 DANAH V165 SARGS	PQ50
SAN (SANE).....	VTUP33	VTU V208 SXC V27 REDIN V165 SARGS...	J110M90
SMX.....	VTUP34	V25 RZS RZS266 KOAKS	JMPQ80
IZA.....	VTUP35	V25 RZS RZS277 CALLI	JMPQ60
LPC.....	VTUP36	V27 GVO	JMPQ60

SAN DIEGO AREA

FROM: CRQ MYF NFG NKX NRS NZY SAN SDM SEE RNM OKB L18 TU

TO:	ROUTE	ROUTE	ALTITUDE
AVX.....	SANP1	MZB V23 OCN V208 SXC	PQ60
AVX.....	SANP2	MZB293 V27 SXC	J100M80
AVX.....	SANP2R	CWARD (RNAV)-DP CWARD AVOLS SXC....	J100M80
FUL LGB SNA SLI TOA.....	SANP3	OCN V23 SLI	PQ60
LAX.....	SANP3	OCN V23 SLI	PQ60
FUL LGB SNA SLI TOA.....	SANP4	MZB293 SLI148 SLI.....	J100M80
LAX.....	SANP4	MZB293 SLI148 SLI.....	J100M80
FUL LGB SNA SLI TOA.....	SANP4R	CWARD (RNAV)-DP SLI	J100M80
LAX.....	SANP4R	CWARD (RNAV)-DP SLI	J100M80
LAX (LAXE)	SANP5	OCN V23 SLI V8 TANDY	PQ60
LAX (LAXE)	SANP6	MZB293 SLI148 VTU114 SLI251 TANDY..	J100M80
LAX (LAXE)	SANP6R	CWARD (RNAV)-DP CWARD AVOLS SXC TANDY	J100M80
HHR (RWY25)	SANP7	OCN V23 SLI SLI340 WELLZ.....	PQ60
HHR (RWY25)	SANP8	MZB293 SLI148 SLI SLI340 WELLZ.....	J100M80
HHR (RWY25)	SANP8R	CWARD (RNAV)-DP SLI SLI340 WELLZ.....	J100M80
SMO.....	SANP9	OCN V23 DANAH V363 BAYJY V186 DARTS	PQ60
SMO.....	SANP10	MZB293 SLI148 SLI V459 DARTS	J100M80
SMO.....	SANP10R	CWARD (RNAV)-DP SLI V459 DARTS	J100M80
SMO (LAXE)	SANP11	OCN V23 SLI SLI341 ELM00 VNY095 DARTS	PQ60
SMO (LAXE)	SANP12	MZB293 PEBLE SLI148 SLI SLI341 ELM00 V186 DARTS	J100M80
SMO (LAXE)	SANP12R	CWARD (RNAV)-DP SLI SLI341 ELM00 VNY095 DARTS	J100M80
BUR.....	SANP13	OCN V23 POPPR SMO125 SMO SMO311 SILEX	PQ60
BUR.....	SANP14	MZB293 SLI148 SLI V23 LAX LAX316 SILEX	J100M80

SW, 29 DEC 2022 to 23 FEB 2023

TOWER ENROUTE CONTROL

BUR	SANP14R	CWARD (RNAV)-DP LAX SILEX.....	J100M80
WHP VNY.....	SANP15	OCN V23 POPPR SMO125 SMO SMO317 CANOG.....	PQ60
WHP VNY.....	SANP16	MZB293 SLI148 SLI V23 LAX LAX320 CANOG.....	J100M80
VNY WHP.....	SANP16R	CWARD (RNAV)-DP LAX CANOG	J100M80
BUR VNY WHP (LAXE)	SANP17	OCN V23 SLI SLI341 ELMOO VNY095 VNY	PQ60
BUR VNY WHP (LAXE)	SANP18	MZB293 PEBLE SLI148 SLI SLI341 ELMOO V186 VNY	J100M80
BUR VNY WHP (LAXE)	SANP18R	CWARD (RNAV)-DP SLI SLI341 ELMOO VNY095 VNY	J100M80
AJO CNO L65 ONT RAL	SANP19	OCN V23 DANAH V363 POXKU V8 PDZ	PQ60
REI RIR RIV SBD	SANP19	OCN V23 DANAH V363 POXKU V8 PDZ	PQ60
ONT SBD	SANP20	V186 TANNR HDF PETIS	JM100
CNO AJO RAL RIR	SANP21	V186 PDZ	JM100
L65 REI RIV	SANP22	V186 TANNR HDF	JM100
CCB EMT POC	SANP23	OCN V23 DANAH V363 POM	PQ60
CCB EMT POC	SANP24	MZB293 POM164 POM	J100M80
HMT	SANP25	OCN V23 DANAH V363 POXKU V8 PDZ V186 WESIN.....	PQ60
HMT	SANP26	V186 WESIN	JM100
F70	SANP29	OCN V23 DANAH V363 POXKU V8 PDZ PDZ092015 JESEX.....	PQ60
F70	SANP30	ROBNN V186 PDZ PDZ092015 JESEX.....	JM100
OXR CMA NTD.....	SANP31	OCN V23 SLI SLI272 SMO125 SMO VNY...	PQ60
OXR CMA NTD.....	SANP32	MZB293 V27 SXC V208 VTU.....	J100M80
OXR CMA NTD.....	SANP32R	CWARD (RNAV)-DP PADRZ CWARD AVOLS V208 VTU.....	J100M80
CMA OXR NTD (LAXE)	SANP33	OCN V23 SLI SLI341 ELMOO VNY095 VNY V186 FIM	PQ60
CMA OXR NTD (LAXE)	SANP34	MZB V25 PACIF V208 VTU	J100M80
SBA	SANP35	OCN V23 LAX V299 VTU VTU282 KWANG	PQ60
SBA	SANP36	MZB293 V27 SXC V208 VTU VTU282 KWANG	J100M80
SBA	SANP36R	CWARD (RNAV)-DP CWARD AVOLS V208 VTU VTU282 KWANG.....	J100M80
SBA (LAXE)	SANP37	OCN V23 DANAH V363 BAYJY V186 DEANO V27 KWANG	PQ60

SANTA BARBARA AREA

FROM: SBA

TO:	ROUTE	ROUTE	ALTITUDE
BUR	SBAP1	KWANG CMA CMA078 TOAKS.....	PQ50
WHP VNY.....	SBAP2	KWANG CMA CMA072 GINNA.....	PQ50
BUR VNY	SBAP3	HENER V186 FIM	J110M90
AVX	SBAP4	KWANG VTU V208 SXC.....	JM70PQ50
FUL LGB SLI TOA.....	SBAP5	KWANG CMA VNY V186 ADAMM V394 SLI	PQ50
SNA	SBAP6	KWANG CMA VNY V186 BAYJY V363 POXKU V8 SLI	PQ50
HHR	SBAP7	KWANG VTU V299 SADDE V107 SMO SMO125 POPPR V23 SLI	MPQ50
FUL LGB SLI TOA SNA HHR	SBAP8	KWANG VTU V208 SXC SLI	J110M90
HHR (LAXE).....	SBAP9	KWANG CMA VNY V186 ELMOO.....	MPQ50
LAX.....	SBAP10	KWANG VTU V299 SADDE V107 SMO	JM70PQ50
LAX (LAXE)	SBAP11	KWANG VTU V25 EXERT.....	JM70PQ50
SMO	SBAP12	KWANG CMA VNY V186 DARTS	PQ50
SMO	SBAP13	HENER FIM V186 DARTS	J110M90
CCB	SBAP14	KWANG CMA VNY V186 ITSME V264 POM	PQ50
CCB	SBAP15	HENER V186 FIM V186 ITSME V264 POM	JM70
CNO EMT REI L65 AJO POC ONT RAL RIR RIV SBD	SBAP16	HENER V186 FIM V186 PDZ	PQ50
CNO EMT REI L65 AJO POC ONT RAL RIR RIV SBD	SBAP17	HENER FIM V186 ITSME V264 POM V197 PDZ	J110M90
HMT	SBAP18	KWANG CMA VNY V186 PDZ V186 WESIN	PQ50
HMT	SBAP19	HENER V186 ITSME V264 POM V197 PDZ V186 WESIN.....	J110M90
F70	SBAP22	HENER FIM V186 PDZ PDZ092015 JESEX	PQ50

F70.....	SBAP23	HENER FIM V186 ITSME V264 POM V197 PDZ PDZ092015 JESEX	J110M90
CRQ NFG KNX OKB	SBAP24	HENER V186 DARTS V597 OCN	PQ90
CRQ NFG NKK OKB (LAXE)	SBAP25	KWANG CMA VNY V186 ROBNN V458 OCN	PQ70
CRQ NFG NKX OKB	SBAP26	KWANG VTU V208 SXC V208 OCN	J110M90
MYF NRS NZY SAN SDM SEE	SBAP27	HENER V186 DARTS V597 MZB	PQ90
MYF NRS NZY SAN SDM SEE (LAXE)	SBAP28	KWANG CMA VNY V186 HAILE V66 MZB..	PQ70
MYF NRS NZY SAN SDM SEE.....	SBAP29	KWANG VTU V208 SXC V208 LAX118 CARDI MZB320 MZB	J110M90
SAN (SANE).....	SBAP30	KWANG CMA VNY V186 BAYJY V363 DANAH V165 SARGS	PQ50
SAN (SANE).....	SBAP31	KWANG VTU V208 SXC V27 REDIN V165 SARGS	J110M90
RNM	SBAP32	HENER V186 DARTS V597 OCN V208 JLI.	PQ90
RNM (LAXE)	SBAP33	KWANG CMA VNY V186 ROBNN V208 JLI	PQ70
RNM	SBAP34	KWANG VTU V208 JLI	J110M90
OXR CMA NTD	SBAP35	KWANG CMA	JMPQ30
PSP UDD TRM	SBAP36	FIM V186 NIKKL V64 TRM PSP	PQ110
FROM: SBP SMX VBG LPC IZA			
TO:	ROUTE	ROUTE	ALTITUDE
BUR VNY WHP	SBAP37	RZS V186 FIM	PQ70
BUR VNY.....	SBAP38	RZS V386 FIM FERNANDO-STAR	J110M90
AVX.....	SBAP39	RZS VTU V208 SXC	JMPQ70
FUL LGB SLI TOA.....	SBAP40	RZS V186 ADAMM V394 SLI	PQ70
SNA	SBAP41	RZS V186 BAYJY V363 POXKU V8 SLI	PQ70
HHR.....	SBAP42	RZS VTU V299 SADDE V107 SMO SMO125 POPPR V23 SLI	MPQ70
FUL LGB SLI TOA SNA HHR.....	SBAP43	RZS VTU V208 SXC SLI	J110M90
HHR (LAXE).....	SBAP44	RZS V186 ELMOO	MPQ70
LAX	SBAP45	RZS VTU SADDE-STAR	JM110PQ70
LAX (LAXE)	SBAP46	RZS VTU V25 EXERT	JM70PQ50
SMO.....	SBAP47	RZS V186 DARTS	PQ70
SMO.....	SBAP48	RZS V386 FIM V186 DARTS	J110M90
CCB	SBAP49	RZS V186 ITSME V264 POM	PQ70
CCB	SBAP50	RZS V386 FIM V186 ITSME V264 POM....	J110M90
CNO EMT REI L65 AJO POC ONT RAL RIR RIV SBD.....	SBAP51	RZS V186 PDZ	PQ70
CNO EMT REI L65 AJO POC ONT RAL RIR RIV SBD.....	SBAP52	RZS V386 FIM V186 ITSME V264 POM V197 PDZ	J110M90
HMT	SBAP53	RZS V186 PDZ V186 WESIN	PQ70
HMT	SBAP54	RZS V386 FIM V186 ITSME V264 POM V197 PDZ V186 WESIN	J110M90
F70.....	SBAP57	RZS V186 PDZ PDZ092015 JESEX	PQ70
F70.....	SBAP58	RZS V386 FIM V186 ITSME V264 POM V197 PDZ PDZ092015 JESEX	J110M90
CRQ NFG NKK OKB	SBAP59	RZS V597 OCN	PQ90
CRQ NFG NKK OKB (LAXE)	SBAP60	RZS V186 ROBNN V458 OCN	PQ70
CRQ NFG NKX OKB	SBAP61	RZS VTU V208 SXC V208 OCN	J110M90
MYF NRS NZY SAN SDM SEE	SBAP62	RZS V597 MZB	PQ90
MYF NRS NZY SAN SDM SEE (LAXE)	SBAP63	RZS V186 HAILE V66 MZB	PQ70
MYF NRS NZY SAN SDM SEE.....	SBAP64	RZS VTU V208 SXC V208 LAX118 CARDI MZB320 MZB	J110M90
SAN (SANE).....	SBAP65	RZS V186 VNY V186 BAYJY V363 DANAH V165 SARGS	PQ70
SAN (SANE).....	SBAP66	RZS VTU V208 SXC V27 REDIN V165 SARGS	J110M90
RNM	SBAP67	RZS V597 OCN V208 JLI	PQ90
RNM (LAXE)	SBAP68	RZS V186 ROBNN V208 JLI	PQ70
RNM	SBAP69	RZS VTU V208 JLI	J110M90
OXR CMA NTD	SBAP70	RZS VTU	JMPQ70
PSP UDD TRM	SBAP71	RZS V386 FIM V186 ITSME V264 POM V197 PDZ V186 NIKKL V64 TRM PSP	PQ70

MINIMUM OPERATIONAL NETWORK (MON) AIRPORT LISTING

STATE	CITY	AIRPORT NAME	LOCATION IDENTIFIER
AZ	CASA GRANDE	CASA GRANDE MUNI	CGZ
AZ	DOUGLAS BISBEE	BISBEE DOUGLAS INTL	DUG
AZ	GRAND CANYON	GRAND CANYON NATIONAL PARK	GCN
AZ	PHOENIX	PHOENIX-MESA GATEWAY	IWA
AZ	PREScott	PREScott RGNL - ERNEST A LOVE FLD	PRC
AZ	WINSLOW	WINSLOW-LINDBERGH RGNL	INW
CA	BURBANK	BOB HOPE	BUR
CA	CARLSBAD	MC CLELLAN-PALOMAR	CRQ
CA	CHINO	CHINO	CNO
CA	CRESCENT CITY	JACK MC NAMARA FIELD	CEC
CA	FRESNO	FRESNO YOSEMITE INTL	FAT
CA	IMPERIAL	IMPERIAL COUNTY	IPL
CA	LA VERNE	BRACKETT FIELD	POC
CA	LINCOLN	LINCOLN RGNL/KARL HARDER FIELD	LHM
CA	LONG BEACH	LONG BEACH (DAUGHERTY FLD)	LGB
CA	NAPA	NAPA COUNTY	APC
CA	NEEDLES	NEEDLES	EED
CA	ONTARIO	ONTARIO INTL	ONT
CA	OXNARD	OXNARD	OXR
CA	REDDING	REDDING MUNI	RDD
CA	RIVERSIDE	RIVERSIDE MUNI	RAL
CA	SAN BERNARDINO	SAN BERNARDINO INTL	SBD
CA	SAN LUIS OBISPO	SAN LUIS COUNTY RGNL	SBP
CA	SANTA ANA	JOHN WAYNE AIRPORT-ORANGE COUNTY	SNA
CA	TORRANCE	ZAMPERINI FIELD	TOA
CA	TWENTYNINE PALMS	TWENTYNINE PALMS	TNP
CA	VAN NUYS	VAN NUYS	VNY
CA	WATSONVILLE	WATSONVILLE MUNI	WVI
CO	ALAMOSA	SAN LUIS VALLEY RGNL/BERGMAN FIELD	ALS
CO	CORTEZ	CORTEZ MUNI	CEZ
CO	CRAIG	CRAIG-MOFFAT	CAG
CO	DENVER	COLORADO AIR AND SPACE PORT	CFO
CO	GUNNISON	GUNNISON-CRESTED BUTTE RGNL	GUC
CO	LAMAR	SOUTHEAST COLORADO RGNL	LAA
NM	ALBUQUERQUE	ALBUQUERQUE INTL SUNPORT	ABQ
NM	CARLSBAD	CAVERN CITY AIR TRML	CNM
NM	DEMING	DEMING MUNI	DMN
NM	GALLUP	GALLUP MUNI	GUP
NM	HOBBS	LEA COUNTY RGNL	HOB
NM	TUCUMCARI	TUCUMCARI MUNI	TCC
NV	LAS VEGAS	HARRY REID INTL	LAS
NV	RENO	RENO/STEAD	RTS
NV	TONOPAH	TONOPAH	TPH
UT	DELTA	DELTA MUNI	DTA
UT	VERNAL	VERNAL RGNL	VEL

In support of the Federal Aviation Administration's Runway Incursion Program, selected towered airport diagrams have been published in the Airport Diagram section of the Chart Supplement. Diagrams will be listed alphabetically by associated city and airport name. Airport diagrams, depicting runway and taxiway configurations, will assist both VFR and IFR pilots in ground taxi operations. The airport diagrams in this publication are the same as those published in the U.S. Terminal Procedures Publications. For additional airport diagram legend information see the U.S. Terminal Procedures Publication.

NOTE: Some text data published under the individual airport in the front portion of the Chart Supplement may be more current than the data published on the Airport Diagrams. The airport diagrams are updated only when significant changes occur.

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Available pilot controlled lighting (PCL) systems are indicated as follows:

1. Approach lighting systems that bear a system identification are symbolized using negative symbology, e.g.,
2. Approach lighting systems that do not bear a system identification are indicated with a negative "0" beside the name. A star (*) indicates non-standard PCL, consult Chart Supplement, e.g., *

To activate lights, use frequency indicated in the communication section of the chart with a or the appropriate lighting system identification e.g., UNICOM 122.8

KEY MIKE	FUNCTION
7 times within 5 seconds	Highest intensity available
5 times within 5 seconds	Medium or lower intensity (Lower REIL or REIL-off)
3 times within 5 seconds	Lowest intensity available (Lower REIL or REIL-off)

CHART CURRENCY INFORMATION

Date of Latest Revision 09365

The Date of Latest Revision identifies the Julian date the chart was added or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest revision of any kind has been made to the chart.



The FAA Procedure Amendment Number represents the most current amendment of a given procedure. The Procedure Amendment Effective Date represents the AIRAC cycle date on which the procedure amendment was incorporated into the chart. Updates to the amendment number & effective date represent procedural/criteria revisions to the charted procedure, e.g., course, fix, altitude, minima, etc.

NOTE: Inclusion of the "Procedure Amendment Effective Date" will be phased in as procedures are amended. As this occurs, the Julian date will be relocated to the upper right corner of the chart.

MISCELLANEOUS

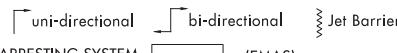
- ★ Indicates a non-continuously operating facility, see Chart Supplement.
For Civil (FAA) instrument procedures, "RADAR REQUIRED" in the planview of the chart indicates that ATC radar must be available to assist the pilot when transitioning from the en route environment. "Radar required" in the pilot briefing portion of the chart indicates that ATC radar is required on portions of the procedure outside the final approach segment, including the missed approach. Some military procedures also have equipment requirements such as "Radar Required", but do not conform to the same charting application standards used by the FAA.
Distances in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway Dimensions in feet. Elevations in feet. Mean Sea Level (MSL). Ceilings in feet above airport elevation. Radials/bearings/headings/courses are magnetic. Horizontal Datum: Unless otherwise noted on the chart, all coordinates are referenced to North American Datum 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

Terrain is scaled within the neat lines (planview boundaries) and does not accurately underlie not-to-scale distance depictions or symbols.

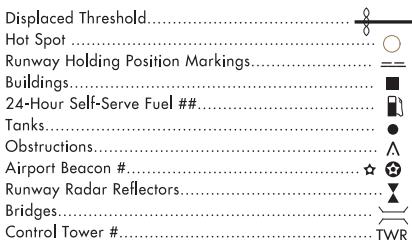
22139

LEGEND**INSTRUMENT APPROACH PROCEDURES (CHARTS)****AIRPORT DIAGRAM/AIRPORT SKETCH****Runways**

ARRESTING GEAR: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.



ARRESTING SYSTEM (EMAS)

REFERENCE FEATURES

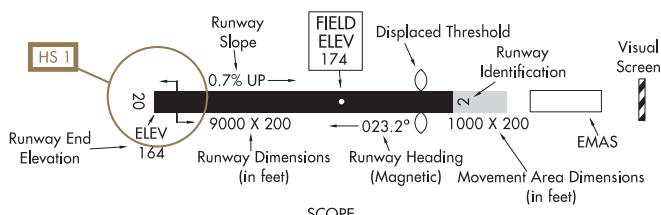
When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

A fuel symbol is shown to indicate 24-hour self-serve fuel available, see appropriate Chart Supplement for information.

NOTE:

All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in FLIP. (Foreign Only)

Runway Weight Bearing Capacity or Pavement Classification Number (PCN)/Pavement Classification Rating (PCR) is shown as a codified expression. Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCR 560 R/B/W/T; S-75, D-185, 2S-175, 2D-325



Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxway configurations. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.

LEGEND

HOT SPOTS

An "Airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
ARIZONA		
CHANDLER		
CHANDLER MUNI (CHD)	HS 1	Rwy 22R may be used as an alternate taxi route due to run-up area and twy congestion.
GLENDALE		
GLENDALE MUNI (GEU)	HS 1	Eastbound tfc from ramp must remain alert so as not to cross Twy A and enter rwy environment. Acft exiting rwy at Twy A4, Twy A5 and Twy A6 must remain alert for acft on Twy A.
GRAND CANYON		
GRAND CANYON NTL PARK (GCN)	HS 1	Pilots sometimes confuse Twy A and Twy B at the Rwy 21 end because of the close proximity. Verify correct taxi route.
PHOENIX		
PHOENIX DEER VALLEY (DVT)	HS 1	Pilots sometimes cross Rwy 07R-25L at Twy B5 without ATC clearance.
	HS 2	Pilots sometimes cross Rwy 07R-25L at Twy B9 without ATC clearance.
PHOENIX		
PHOENIX SKY HARBOR INTL (PHX)	HS 1	Rwy 07L and Rwy 07R departures sometimes misidentify Twy F for Rwy 07L or Rwy 07R.
	HS 2	Pilots sometimes cross Rwy 07L/25R at Twy F8, Twy F9, or Twy F10 without authorization.
	HS 3	Acft taxiing from southern ramps have turned onto Rwy 25L when given instructions to cross Rwy 25L at Twy H3.
PRESCOTT		
PRESCOTT RGNL – ERNEST A LOVE FLD (PRC)	HS 1	Run up area at Twy F1 not visible from the twr.
	HS 2	Twy A1, Twy B4, Twy B5 and Rwy 03L confusing intersection in close proximity to Rwy 03L. Twy A1 crosses apch end Rwy 03L. Pilots taxiing to/from hangars via Twy B4 sometime mistakenly taxi on Twy A1 or B5.
	HS 3	Twy C4, Twy D4 and Rwy 03R-21L intersection, frequent rwy crossings.
TUCSON		
RYAN FLD (RYN)	HS 1	Air tfc often taxes acft via Twy B and onto Rwy 33 for departure on Rwy 06R. Use caution not to enter Rwy 06R without ATC authorization.
TUCSON		
TUCSON INTL (TUS)	HS 1	Rwy 29R sometimes mistaken for Rwy 29L on arrival.
	HS 2	Pilots instructed to hold short of Rwy 11L-29R or Rwy 11R-29L sometimes cross the apch area of these rwys without authorization.

AIRPORT DIAGRAMS

CITY/AIRPORT	HOT SPOT	DESCRIPTION
CALIFORNIA		
ATWATER CASTLE (MER)	HS 1 HS 2	Complex area. Verify correct taxi route. Areas south of Twy A and Twy G are private ramp. Tfc congestion due to large volume of acft proceeding to and from Rwy 31.
BURBANK BOB HOPE (BUR)	HS 1 HS 2	Acft taxiing westbound fr trml ramp sometimes cros Rwy 33-15 rwy holding posn markings and enter Rwy 33-15 wo authorization. Rwy 08-26 non-typical lctn of rwy holding posn markings. Acft taxiing westbound fr trml ramp sometimes cross hold posn markings wo ATC authorization.
CARLSBAD MC CLELLAN-PALOMAR (CRQ)	HS 1 HS 2	ATC has difficulty seeing small acft taxiing eastbound on Twy A, when "Large Jets" are parked on the ramps. Pilots exiting Rwy 24 sometimes turn onto Twy A3 when instructed to exit at Twy A4.
CHINO CHINO (CNO)	HS 1 HS 2 HS 3 HS 4	Pilots taxiing south on Twy D, sometimes fail to turn on to Twy A and proceed onto Rwy 08L-26R by mistake. Pilots taxiing west on Twy L, sometimes turn onto Rwy 03-21 by mistake. Pilots taxiing south on Twy K sometimes fail to turn onto Twy A and proceed onto Rwy 08L-26R by mistake. Complex int - after crossing Rwy 21 westbound on Twy L, pilots sometime confuse Twy D and Twy K and cross the 08L-26R rwy holding posn marking wo authorization.
CONCORD BUCHANAN FLD (CCR)	HS 1 HS 2 HS 3 HS 4	Pilots departing the Rwy 32L run-up area sometimes mistake Twy J for Rwy 32L. Complex intersection at Rwy 01R-19L, Twy J, Twy A, Twy C and Twy K. Pilots on Twy A sometimes fail to comply with hold short instructions for Rwy 32L apch area and/or fail to proceed completely through Rwy 32L apch area when instructed by ATC. Acft approaching Rwy 32R from Twy B, Twy J, and the run up area often cros the rwy holding posn wo ATC auth.
EL MONTE SAN GABRIEL VALLEY (EMT)	HS 1 HS 2	Acft taxiing on Twy A on gnd freq be vigilant for tfc exiting the rwy at Twy C. Acft taxiing on Twy A on gnd freq be vigilant for tfc exiting the rwy at Twy D.
FAIRFIELD TRAVIS AFB (SUU)	HS 1	Int of 21R apch, Rwy 03R-21L and Twy D btn the rwys can create confusion. Query twr if lost or need help.
HAWTHORNE JACK NORTHROP FLD/HAWTHORNE MUNI (HHR)	HS 1	Rwy 25 run-up area, do not depart the run-up area without ATC clearance.
HAYWARD HAYWARD EXEC (HWD)	HS 1 HS 2 HS 3 HS 4 HS 5	Acft approaching Twy A from the ramp sometimes fail to turn onto Twy A, proceeding onto Twy E and ultimately Rwy 10L-28R. Acft exiting Rwy 10L-28R sometimes fail to ctc GND prior to taxiing to parking. Area not visible from ATCT. Area not visible from ATCT. Acft exiting Rwy 10L-28R sometimes fail to ctc GND prior to taxiing to parking. Area not visible from ATCT. Rwy 28L hold bars on Twy A1 and Twy Z1 are at non-typical lctn. Pilots sometime pass the hold bar wo authorization.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
LA VERNE BRACKETT FLD (POC)	HS 1	Short distance between parallel Rwy 26R and Rwy 26L. Be aware of the rwy holding position markings for the parallel rwy and do not cross without authorization.
LIVERMORE LIVERMORE MUNI (LVK)	HS 1 HS 2 HS 3 HS 4 HS 5 HS 6	Pilots instructed to hold short of Rwy 25R at Twy B sometimes fail to comply. Pilots sometimes land on Rwy 25R without clearance. Pilots instructed to hold short of Rwy 25L at Twy C sometimes fail to comply. Pilots instructed to hold short of Rwy 07L at Twy H sometimes fail to comply. Pilots instructed to hold short of Rwy 07R at Twy G sometimes fail to comply. Pilots instructed to hold short of Rwy 25R at Twy G sometimes fail to comply. Pilots may be confused at the intersections of Twy J, Twy A, and Twy G sometimes fail to comply with taxi instructions.
LONG BEACH LONG BEACH (DAUGHERTY FLD) (LGB)	HS 1	Ramp, Twy J and Twy J4 in close proximity to Rwy 08R-26L.
LOS ANGELES LOS ANGELES INTL (LAX)	HS 1 HS 2 HS 3 HS 4 HS 5	Acf sometimes fail to hold short of Rwy 24L at Twy AA and inadvertently cros rwy wo authorization. Also, acft exiting Rwy 24R at Twy AA sometimes fail to fully exit the rwy when holding short of Rwy 24L. Pilots sometimes fail to hold short of Rwy 24L when exiting Rwy 24R at Twy Z. Pilots sometimes cros Rwy 25L and Rwy 25R "Hold Bars" at Twy F, wo authorization. Pilots sometimes fail to hold short of Twy H5 at Intermediate Holding Posn Marking when taxiing westbound on Twy H. Acf exiting Rwy 25L onto Twy H6 sometimes mistakenly trns to Twy H5.
MARYSVILLE BEALE AFB (BAB)	HS 1 HS 2 HS 3	Twy B, high-speed U-2 mobile tfc when Rwy 15 in use. Twy E, high-speed U-2 mobile tfc when Rwy 33 in use. Twy F, in the vicinity of Twy C, Twy L, and Twy K. Frequent U-2 and high speed mobile tfc, slope of the twy limits visibility in both directions.
MOJAVE MOJAVE AIR & SPACE PORT/RUTAN FLD (MHV)	HS 1 HS 2	Twy C crosses Rwy 08 to Twy F. Rwy 08 and Rwy 04 are not intersecting runways. Pilot's must get apvl to enter each individual rwy. Multiple intersecting Twys. Twy A, Twy C, Twy D int and Twy vis is limited.
NAPA NAPA CO (APC)	HS 1 HS 2 HS 3	Twy A, Twy C, Twy E, and the ramp. Complex intersection and high density tfc area. Rwy 24, Twy A. Acft and vehicles transiting to and from the hangers via Twy A sometimes cross Rwy 24 at Twy A without clearance. Rwy 24 and Rwy 01L Acft taxiing on Rwy 24, do not cross Rwy 01L without clearance. Acft taxiing on Rwy 01L, do not cross Rwy 24 without clearance.
OAKLAND METRO OAKLAND INTL (OAK)	HS 1 HS 2 HS 3	Twy A and Twy B both cross Rwy 28R. Pilots sometimes mistake Twy A for Twy B, and vice versa. Verify correct taxi route. Acft departing the ramp sometimes miss their turn onto Twy C or Twy D, mistakenly proceeding onto Twy H or Twy G and ultimately Rwy 10L-28R. Complex intersection. Pilots sometimes taxi onto Rwy 10L or Rwy 33 by mistake.

AIRPORT DIAGRAMS

CITY/AIRPORT	HOT SPOT	DESCRIPTION
ONTARIO		
ONTARIO INTL (ONT)	HS 1	Southbound tfc crossing Rwy 08R/26L at Twy F sometime flw the incorrect cntrln and mistakenly turn onto Rwy 26L westbound, since Twy S is not easily seen from N of the Rwy.
	HS 2	Southbound tfc crossing Rwy 08R/26L at Twy P or Twy Q sometime select the incorrect Twy cntrln and enter the wrong twy or enter Rwy 26L, since Twy S is not easily seen from N of the Rwy.
PALM SPRINGS		
PALM SPRINGS INTL (PSP)	HS 1	Pilots sometimes mistake Twy C for Rwy 13R-31L or Rwy 13L-31R.
	HS 2	Pilots instructed to taxi to Rwy 13R via Twy B and Twy C sometimes miss the turn onto Twy C and enters Rwy 13R-31L without authorization.
	HS 3	Pilots approaching Rwy 31R on Twy B sometimes fail to hold short of Rwy 31R.
	HS 4	Pilots exiting Rwy 31L at Twy J sometimes miss the turn onto Twy C and enter Rwy 13L without authorization.
RIVERSIDE		
RIVERSIDE MUNI (RAL)	HS 1	Westbound tfc on Twy A to Twy B must remain alert so as to not cross Rwy 34.
	HS 2	ATC non-visibility area.
SACRAMENTO		
SACRAMENTO EXEC (SAC)	HS 1	Pilots sometimes confuse the inbound Twy A with the outbound Twy B.
	HS 2	Portion of Twy E not visible from twr.
SACRAMENTO		
SACRAMENTO INTL (SMF)	HS 1	Acft pushing back from Concourse A and Concourse B conflict with inbd and outbd acft.
	HS 2	Int of Twy W and Twy Y2 is a high traffic vehicular movement area. Pilots use caution.
	HS 3	Pilots taxiing S on Twy A and instructed to turn on Twy A13 sometimes miss the turn and enter Twy G1 incurring wt and size restrictions.
SAN DIEGO		
MONTGOMERY-GIBBS EXEC (MYF)	HS 1	Acft ldg Rwy 28R and exiting onto Twy M sometimes cross Rwy 28L wo authorization.
	HS 2	Pilots exiting Rwy 28R onto Rwy 05-23 sometime enter Rwy 28L wo authorization. Some pilots fail to hold short of the elevated rwy holding posn sign on Rwy 05-23 til issued further cinc to cros Rwy 28L.
	HS 3	Acft taxiing to Rwy 28R apch end sometime mistake Twy B for Twy A and cros Rwy 28L wo authorization.
SAN DIEGO		
SAN DIEGO INTL (SAN)	HS 1	Twy J at Twy H. Pilots at GA parking instructed to taxi via Twy H and Twy C incorrectly turn onto Twy J instead.
SAN FRANCISCO		
SAN FRANCISCO INTL (SFO)	HS 1	Complex intersections in close proximity of rwys. Pilots taxiing E bound on Twy B sometime turn on Twy F instead of continuing the turn on Twy B.
	HS 2	Pilots taxiing east on Twy C and instructed to turn right onto Twy E sometimes miss the turn onto Twy E and continue across Rwy 01L-19R by mistake.
	HS 3	Acft exiting Rwy 28R on Twy T: manage your taxi speed. Expect to hold short of Rwy 28L.
SAN JOSE		
NORMAN Y MINETA SAN JOSE INTL (SJC)	HS 1	"Run-up Area" is asphalt/black-top and near active Rwy 30L and Twy D.
SAN JOSE		
REID-HILLVIEW OF SANTA CLARA CO (RHV)	HS 1	Numerous inbounds and outbounds at twy intersections Twy D, Twy Z, and Twy Y.
	HS 2	Maint vigilance when maneuvering at Twy Y, Twy Z, Twy A and Rwy 31R run-up area.
	HS 3	Pilots sometimes confuse Twy Y for Rwy 31R when ldg or dep NW and Rwy 13L when ldg or dep SE.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
SAN LUIS OBISPO SAN LUIS CO RGNL (SBP)	HS 1 HS 2	Area May Not Be Visible from Ctl Twr. Twy E is not perpendicular to Rwy 29.
SANTA ANA JOHN WAYNE/ORANGE CO (SNA)	HS 1 HS 2 HS 3	ATC will instruct pilots when to turn from Twy A onto Twy L and hold short of Rwy 20L. Do not cross Rwy 20L without authorization. Pilots exiting Rwy 20R or Rwy 20L onto Twy H: short distance between rwy's. Expect to hold short of the parallel rwy. Manage your taxi speed. Do not cross the Runway Holding Position Markings for the parallel rwy without ATC authorization. Pilots taxiing via Twy A, Twy H, and Twy C sometimes miss the turn from Twy H to Twy C.
SANTA BARBARA SANTA BARBARA MUNI (SBA)	HS 1 HS 2	Pilots are sometimes confused by the angle at which Twy C intersects Rwy 07–25. Pilots ldg on Rwy 07–25 sometimes turn onto Rwy 15R–33L or Rwy 15L–33R wo authorization fr ATC.
SANTA MARIA SANTA MARIA PUB/CAPT G ALLAN HANCOCK FLD (SMX)	HS 1 HS 2 HS 3 HS 4	Twy A, Twy A7, Twy A8, Twy V and Twy W. Converging and complex taxi routes in close proximity of the rwy. Twy A, Twy A6, Twy A5, Twy R, and Twy S, Complex twy int in close proximity of the rwy. Acft on Twy A sometimes fail to hold short of Rwy 20. Acft on Twy B2 and Twy A2 sometimes fail to hold short of Rwy 12.
SANTA ROSA CHARLES M SCHULZ – SONOMA CO (STS)	HS 1 HS 2 HS 3 HS 4	Complex int in close proximity to Rwy 14–32. Acft approaching Twy A from the ramp or Twy Z sometimes fail to turn onto Twy A and enter Rwy 14–32 wo apvl. S Run-up area not visible from the twr. N Run-up area east of Twy A and Twy H int in close proximity of Rwy 20 Apch Hold sometimes confuses pilots. Wrong rwy dep risk. Pilots cleared for tkof Rwy 20 sometimes turn onto and dep Rwy 14. Verify hdg and alignment with proper rwy prior to dep.
STOCKTON STOCKTON METRO (SCK)	HS 1 HS 2	Int of Twy B and Twy M at Trml Apn are not visible from the ctl twr. Pilots exiting Rwy 11L–29R sometimes fail to hold short of Rwy 11R–29L on Twy H.
TORRANCE ZAMPERINI FLD (TOA)	HS 1	Pilots exiting Rwy 11L–29R sometimes fail to hold short of the Rwy 11R–29L apch hold area on Twy H.
TRUCKEE TRUCKEE-TAHOE (TRK)	HS 1	Simultaneous ops on Rwy 11–29 and Rwy 02–20.
VICTORVILLE SOUTHERN CALIFORNIA LOGISTICS (VCV)	HS 1	Wrong rwy departure risk.

AIRPORT DIAGRAMS

CITY/AIRPORT	HOT SPOT	DESCRIPTION
COLORADO		
ASPEN	HS 1	Twy A2. Short taxi distance from ramp to rwy.
ASPEN-PITKIN CO/SARDY FLD (ASE)	HS 2	Twy A4. Short taxi distance from ramp to rwy.
	HS 3	Rwy 33 and Twy A9. Pilots sometime cross the rwy holding posn marking wo authorization due to its' non-typical lctn.
COLORADO SPRINGS		
CITY OF COLORADO SPRINGS MUNI (COS)	HS 1	Rwy thld 13 and 17R are next to ea other; wrong rwy departure and ldg potential. Rwy 17R connector Twy B1; twr line of sight ltd. Maint close com with ATCT when in this area.
	HS 2	Intersection of Twy A4 and Twy G at Rwy 17R-35L: "High volume" crossing point.
	HS 3	Large concrete area at the intersection of Twy E4, Twy G, Twy H and Twy E. High risk of entering wrong twy.
	HS 4	The apch ends of Rwy 35R and Rwy 35L are very far from the ct1 twr. Small acft may not be readily visible to the controller. Maintain strict communication with ATCT when in this area.
DENVER		
CENTENNIAL (APA)	HS 1	Pilots instructed to taxi to Rwy 17L and monitor twr sometimes enter the rwy without ATC clearance. Expect to hold short.
	HS 2	Twy A, Twy A8, Twy A9 and Twy C1 congested intersections.
	HS 3	Rwy 10 hold line on Twy C1 is lctd 30 ft fr edge of ramp.
	HS 4	Pilots ldg Rwy 17R and instructed to hold short Rwy 17L sometimes enter or cros Rwy 17L wo ATC clnc. Exp to hold short on Twy B at Twy B8.
DENVER		
DENVER INTL (DEN)	HS 1	Rwy 17R apch area. Hold short when directed by ATC. Pilots turning eastbound onto Twy ED from Twy M sometimes cross the Rwy 17R APCH hold bar wo authorization.
DENVER		
ROCKY MOUNTAIN METRO (BJC)	HS 1	Frequent helicopter operations on north ends of Twy B and Rwy 03-21. Use caution in this area.
	HS 2	Multiple hold lines in close proximity. Hold line on Twy B south of Rwy 12R-30L is prior to Twy D. Pilots should use caution and hold short when instructed by ATC.
	HS 3	Pilots taxiing S on Twy D and instructed to cros Rwy 3 mistakenly turn onto Rwy 3. Pilots taxiing on Rwy 3 and instructed to hold short of Rwy 12R/32L fail to hold short. Hold line immediately after turn onto Rwy 3.
EAGLE		
EAGLE CO RGNL (EGE)	HS 1	High density parking area on ramp east of Twy C2. Air carrier acft should not leave or enter Twy A east of Twy C2.
GRAND JUNCTION		
GRAND JUNCTION RGNL (GJT)	HS 1	Departure on Rwy 29 requires taxi via Rwy 22. Pilots must hold short of both rwys unless cleared for taxi on Rwy 22. Verify rwy heading to prevent possible wrong rwy departures.
NEVADA		
LAS VEGAS		
HARRY REID INTL (LAS)	HS 1	Wrong rwy departure risk. Acft departing Rwy 08L are sometime confused with Rwy 01L. Verify rwy hdg and alignment with proper rwy prior to departure.
LAS VEGAS		
HENDERSON EXEC (HND)	HS 1	Pilots should be aware of frequent jet acft taxiing to Rwy 17R for departure. Additionally, pilots have mistakenly lined up on Twy A for departure.
	HS 2	Pilots should be alert to frequent arriving and departing acft transitioning to/from parking at Twy E and Twy A.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
LAS VEGAS		
NORTH LAS VEGAS (VGT)	HS 1	Rwy hold lines at Twy G and Twy F in close proximity to edge of large paved area. Pilots often cross Rwy 07 hold line on Twy G without ATC authorization.
	HS 2	Pilots sometimes enter or cross Rwy 12R without authorization.
	HS 3	Pilots taxiing east on Twy A and destined for Rwy 30L sometimes miss the turn onto Twy B, proceeding onto Rwy 12R without ATC authorization.
	HS 4	Pilots taxiing east on Twy A sometimes fail to hold short of Rwy 12L, or neglect to turn onto Rwy 12L for departure, instead departing on Twy A.
	HS 5	Pilots sometimes mistake Rwy 12L for Rwy 12R or Rwy 12R for Rwy 12L when ldg.
	HS 6	Pilots often mistake Rwy 30R for Rwy 30L when ldg especially dur overhead crossing to left downwind apch.
MINDEN		
MINDEN-TAHOE (MEV)	HS 1	Complex intersection, be vigilant for acft using intersecting rwy.
	HS 2	Frequent crossings for sailplane ops.
RENO		
RENO/TAHOE INTL (RNO)	HS 1	Pilots confuse Rwy 17L and Rwy 17R on apch and Rwy 35L mistaken for Rwy 35R. Rwy 35R thld is 2,000 feet offset to the N.
	HS 2	Twy C and the ramp twy is in close proximity to the rwy. Pilots sometimes enter the rwy wo authorization.
NEW MEXICO		
ALAMOGORDO		
HOLLOMAN AFB (HMN)	HS 1	Twy R, Twy G, and Twy L have multiple hold lines for Rwy 07-25 and Rwy 04-22. Ctc twr if confused or lost.
	HS 2	Hold line on Twy/EOR A and Twy/EOR H have multiple privately owned vehicle access roads, possibility of high vehicle tfc.
	HS 3	Hold line on Twy/EOR B and Twy C for Rwy 07-25 have multiple privately owned vehicle access roads, possibility of high vehicle tfc.
	HS 4	Multiple hold lines at intersecting rwys. Ldg/departing acft disregard hold lines, taxiing acft ctc twr prior to crossing hold lines.
	HS 5	Multiple hold lines where rwys intersect. Hold line also at Twy D. Ctc twr if confused or lost.
	HS 6	Privately owned vehicle crossing cti by twr. Hold line located on each side of Rwy 07-25. Possibility of high vehicle traffic.
ALBUQUERQUE		
ALBUQUERQUE INTL SUNPORT (ABQ)	HS 1	Hold Posn Marking on Twy E1 is the hold short posn for Rwy 08. The only access for Rwy 12 departures is at the int of Twy E.
	HS 2	This area has the convergence of three Twys and one Rwy: Twy F, Twy C, and Twy G. Twy G extends across Rwy 03-21. Be alert in this area for the Hold Short Line for Rwy 03-21.
	HS 3	Twy E5 perm closed. Hold short lines for Rwy 03-21 on Twys E, H, and Hot Pad 2. Risk to pilots traveling on Twy E of confusing Twy H and Rwy 03-21.
ROSWELL		
ROSWELL AIR CENTER (ROW)	HS 1	Pilots taxiing eastbound on Twy A sometimes miss the turn onto Twy B and enter Rwy 03-21 wo authorization via Twy D due to the complex twy int.

AIRPORT DIAGRAMS

CITY/AIRPORT	HOT SPOT	DESCRIPTION
UTAH		
OGDEN		
OGDEN-HINCKLEY (OGD)	HS 1	Pilots who miss the left turn on Twy B while traveling S on Twy A inadvertently taxi onto Rwy 17-35.
PROVO		
PROVO MUNI (PVU)	HS 1	Pilots taxiing to Rwy 13 often take Twy A4 instead of Twy A. Twy A4 leads to int of two rwy.
SALT LAKE CITY		
SALT LAKE CITY INTL (SLC)	HS 1	Wrong Rwy Departure Risk. Hold Lines for Rwy 32 and Rwy 35 are at the same lctn at Twy K1 and Twy M with short taxi dist to either rwy.
	HS 2	High risk of Rwy incursion at Rwy 14-32 on Twy Q due to short taxi dist btn rwy.
	HS 3	Acft exiting ramps 1 and 2 on Twy A4 or Twy A5 must ensure turn onto Twy A or Twy B and not enter Rwy 16R-34L.

21280

AIRPORT DIAGRAM

SAN LUIS VALLEY RGNL/BERGMAN FLD (ALS)
AL-18 (FAA)

ASOS
135.175
CTAF/UNICOM
122.8

D

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

FIRE STATION

FBO

TERMINAL

A1

A2

A3

A4

A5

B

C

D

E

F

G

H

I

J

K

L

M

N

O

P

Q

R

S

T

U

V

W

X

Y

Z

8521 X 100

023.5°

RWY 02-20
PCN 44 F/C/X/T
S-52, D-70

ELEV
7540

37°25.5'N

105°52.5'W

105°51.5'W

AIRPORT DIAGRAM

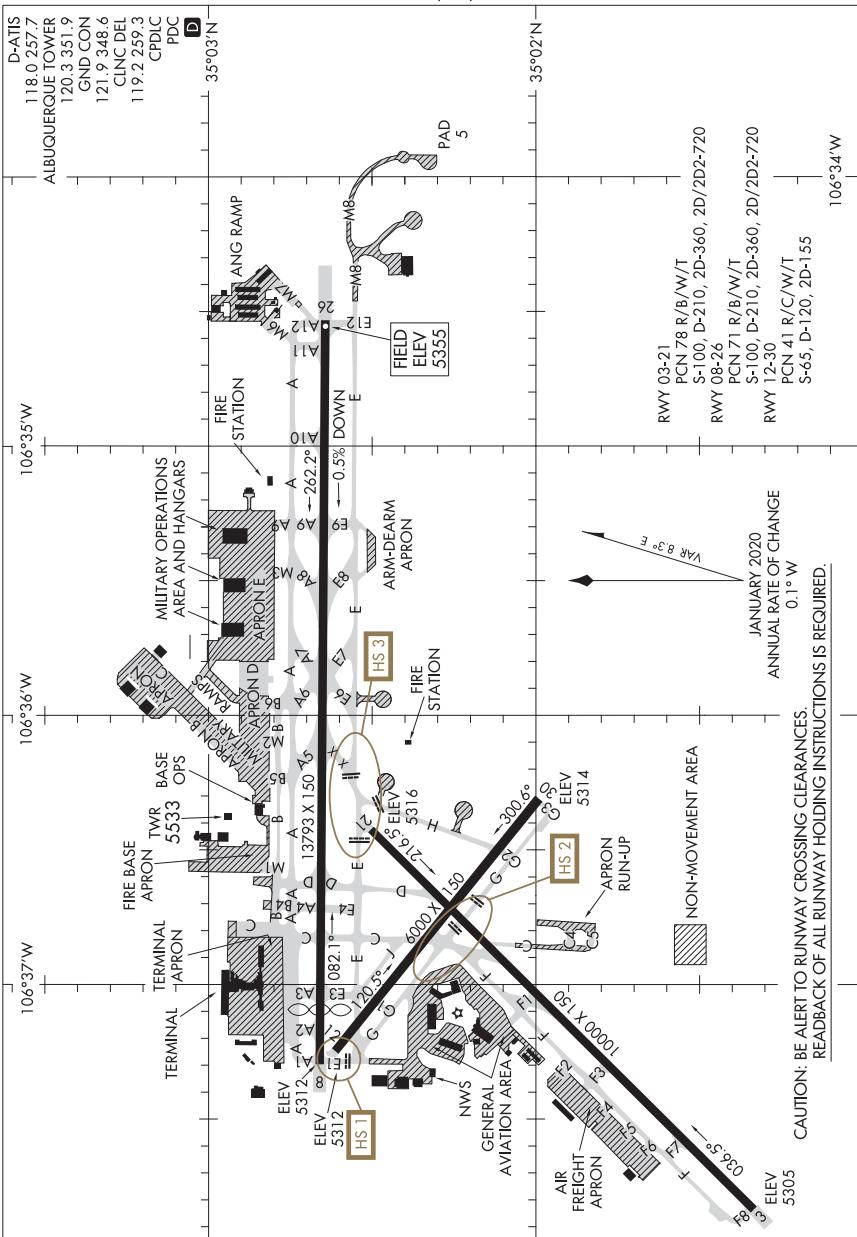
21280

ALAMOSA, COLORADO
SAN LUIS VALLEY RGNL/BERGMAN FLD (ALS)

22307

AIRPORT DIAGRAM

AL-12 (FAA)

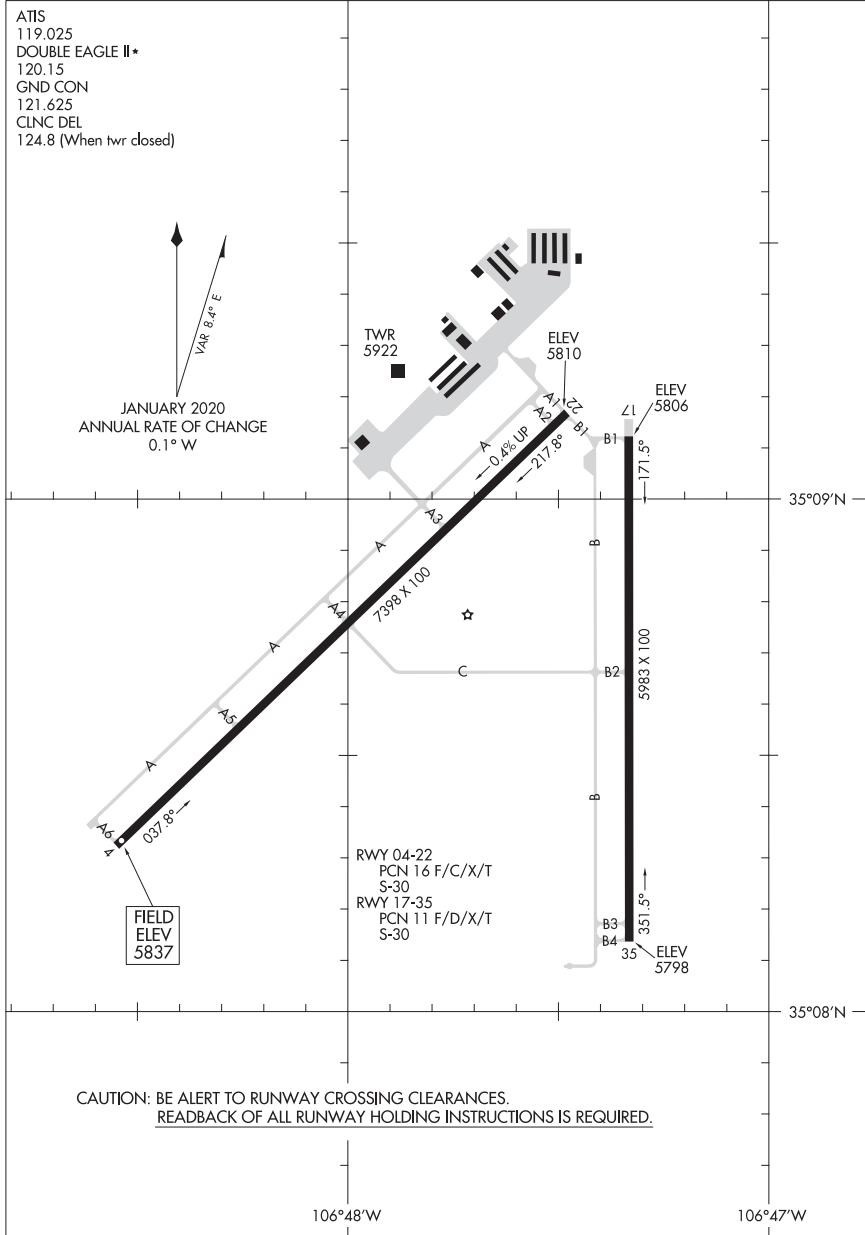
**AIRPORT DIAGRAM**

22307

21280

AIRPORT DIAGRAM

AL-6859 (FAA)

DOUBLE EAGLE II (AEG)
ALBUQUERQUE, NEW MEXICO

AIRPORT DIAGRAM

21280

ALBUQUERQUE, NEW MEXICO
DOUBLE EAGLE II (AEG)

AIRPORT DIAGRAMS

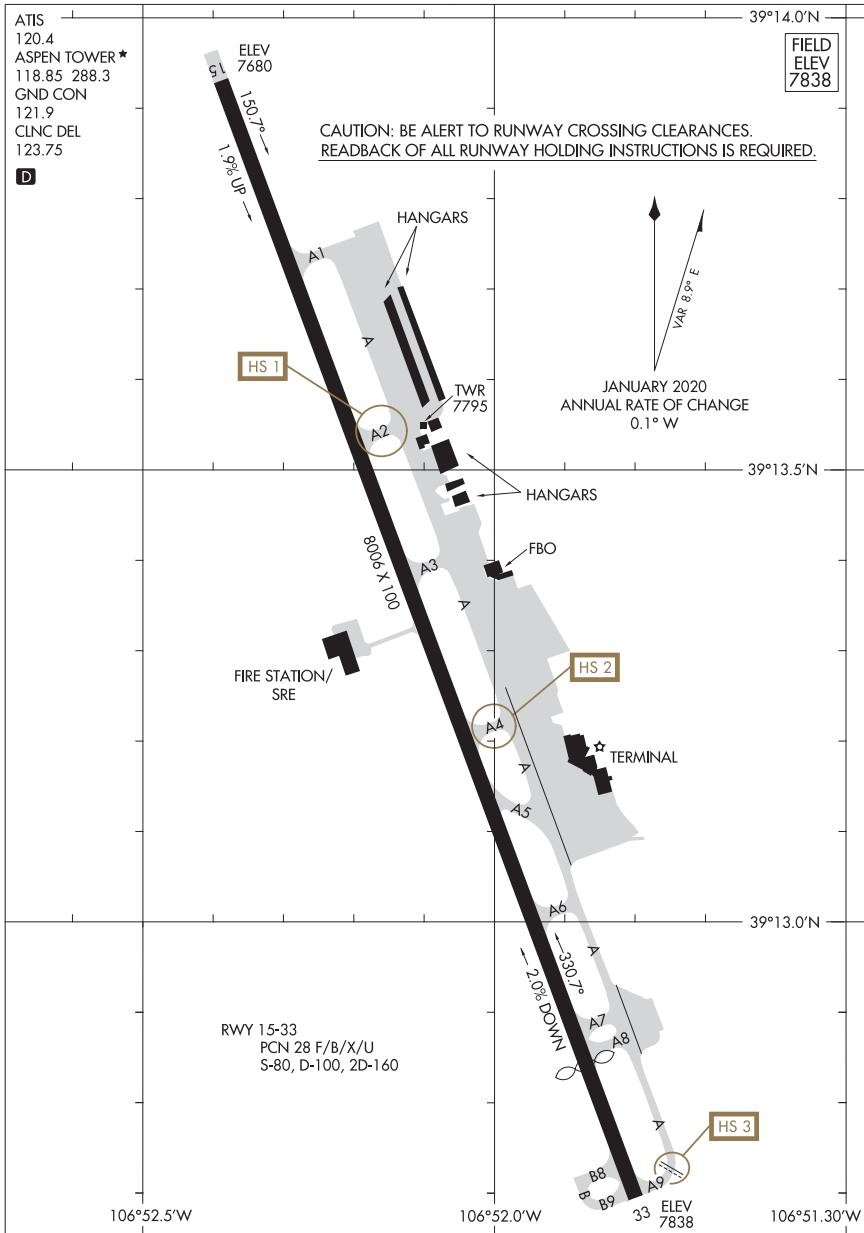
21168

AIRPORT DIAGRAM

AI-5889 (FAA)

ASPN-PITKIN COUNTY/SARDY FLD (ASE)

ASPEN, COLORADO



AIRPORT DIAGRAM

21168

ASPN, COLORADO

ASPN-PITKIN COUNTY/SARDY FLD (ASE)

22363

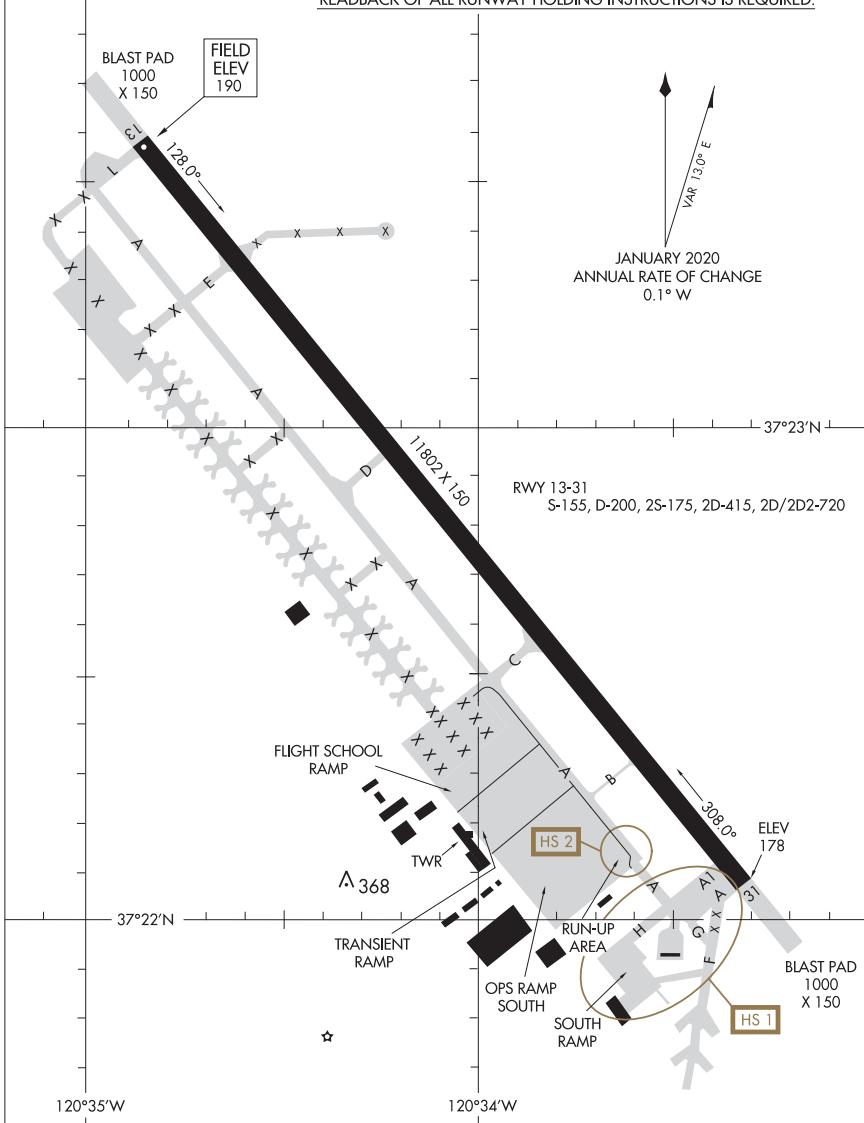
AIRPORT DIAGRAM

AL-568 (FAA)

CASTLE (MER)
ATWATER, CALIFORNIA

ATIS
124.475
CASTLE TOWER ★
118.175 235.775
GND CON
133.575

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.



AIRPORT DIAGRAM

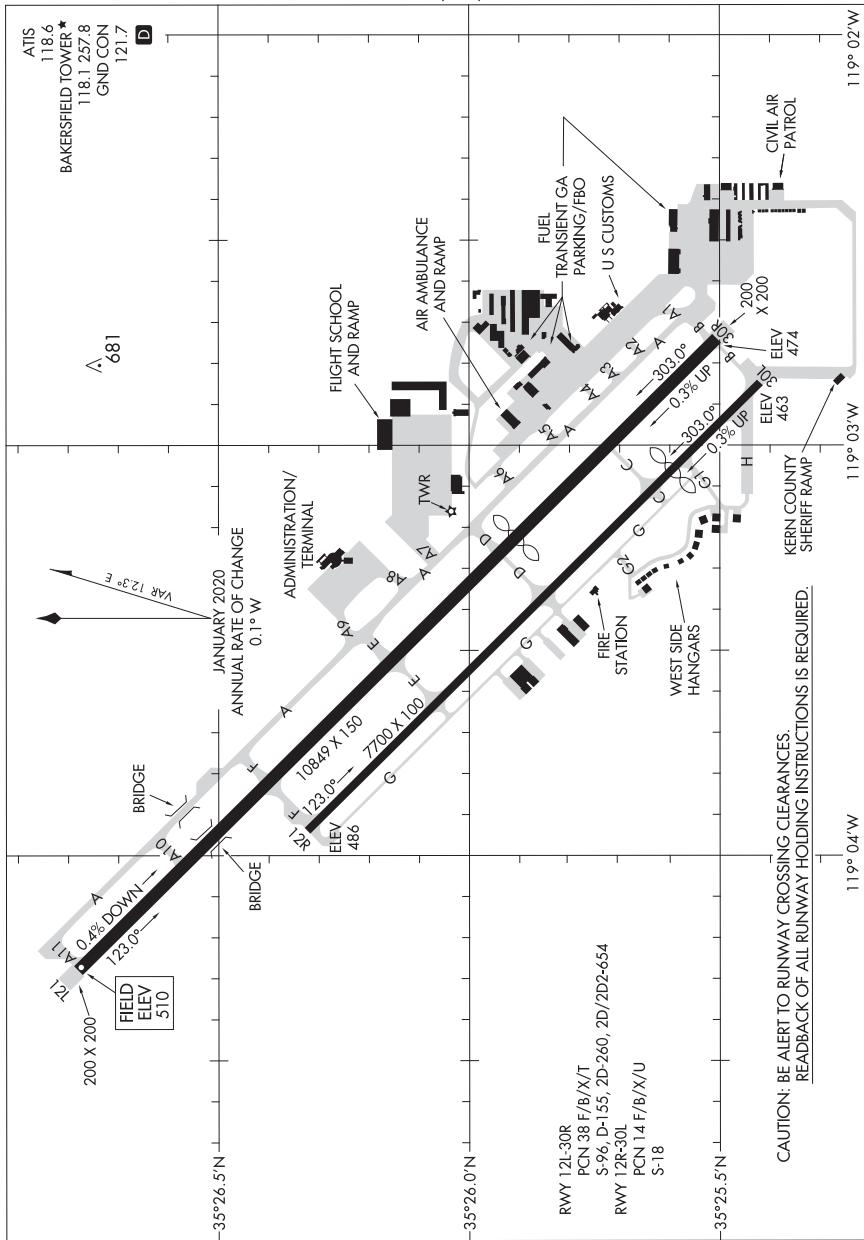
22363

ATWATER, CALIFORNIA
CASTLE (MER)

22027

AIRPORT DIAGRAM

AL-36 (FAA)

MEADOWS FLD (BFL)
BAKERSFIELD, CALIFORNIA

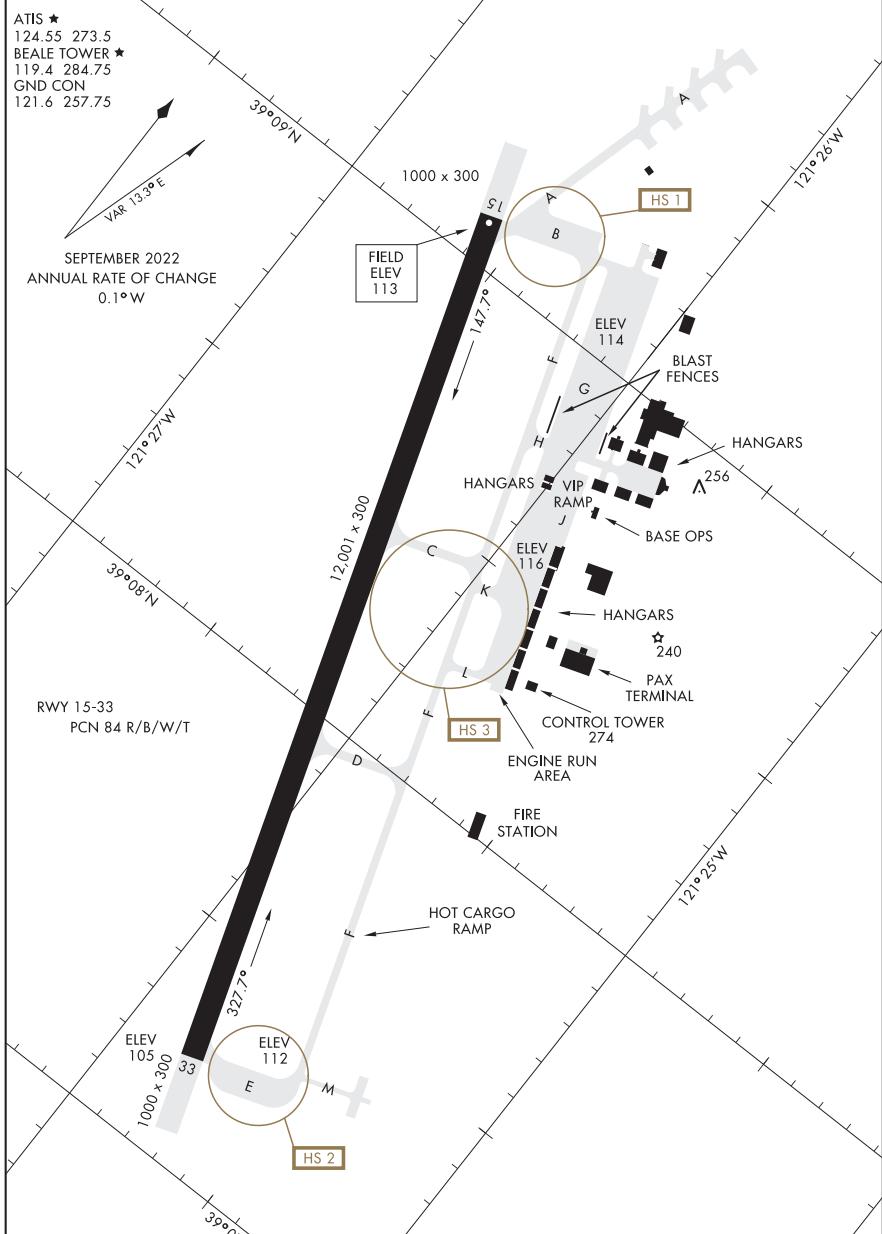
AIRPORT DIAGRAM

22027

22251

AIRPORT DIAGRAM

AL-771 [USAF]

BEALE AFB (KBAB)
MARYSVILLE, CALIFORNIA

AIRPORT DIAGRAM

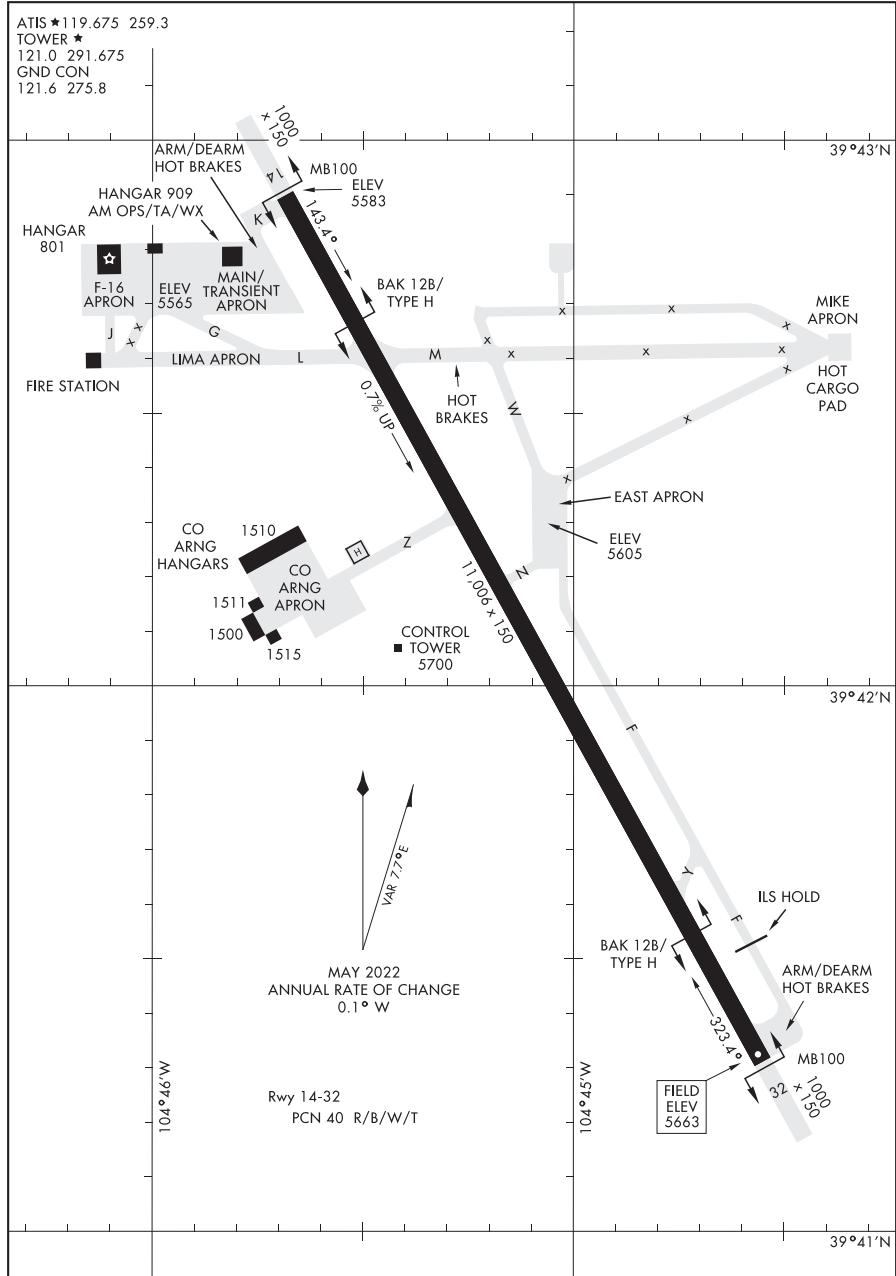
22139

AIRPORT DIAGRAM

AL-538 [USAF]

BUCKLEY SFB (KBKF)

AURORA, COLORADO



AIRPORT DIAGRAM

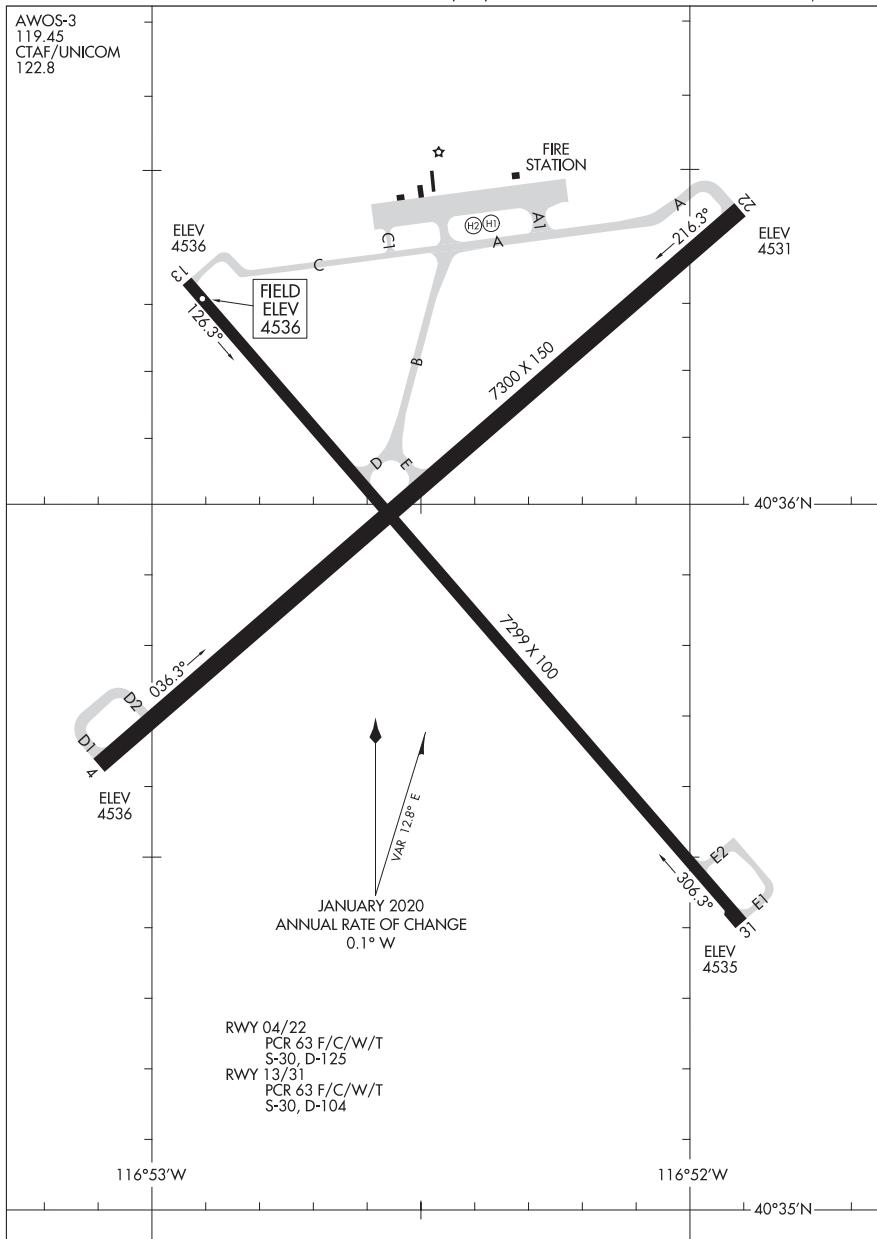
AURORA, COLORADO

BUCKLEY SFB (KBKF)

22251

AIRPORT DIAGRAM

AL-534 (FAA)

BATTLE MOUNTAIN (BAM)
BATTLE MOUNTAIN, NEVADA

AIRPORT DIAGRAM

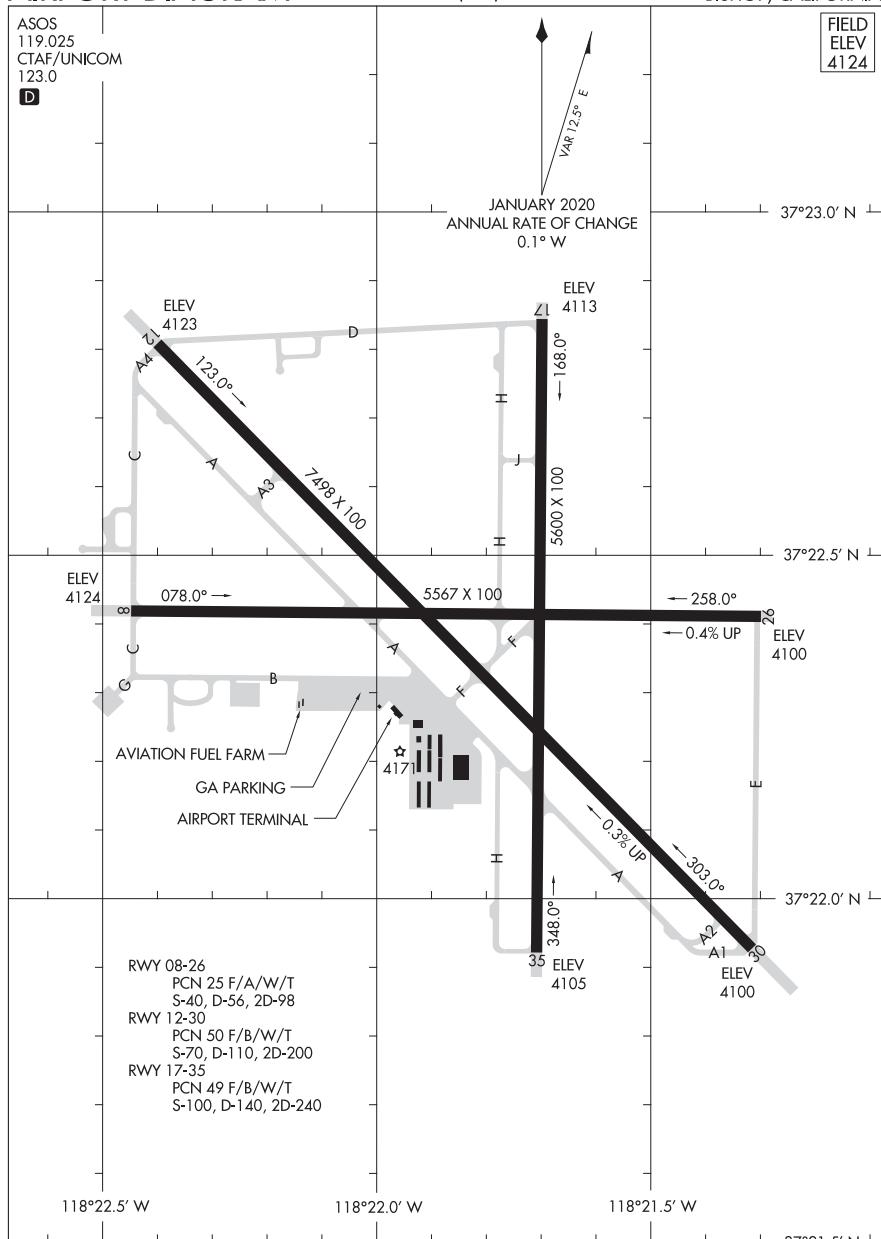
22251

BATTLE MOUNTAIN, NEVADA
BATTLE MOUNTAIN (BAM)

22307

AIRPORT DIAGRAM

AL-5737 (FAA)

BISHOP (BIH)
BISHOP, CALIFORNIA

AIRPORT DIAGRAM

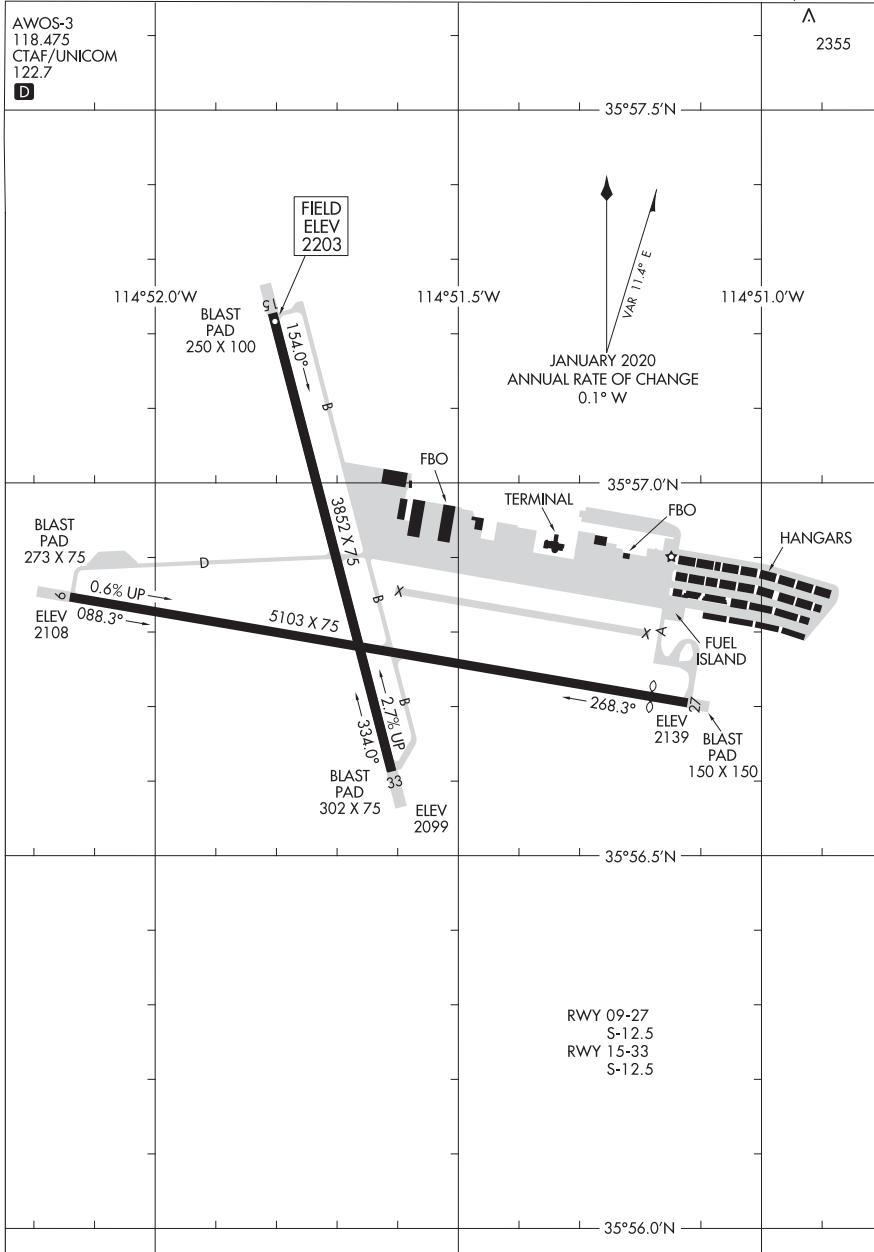
22307

BISHOP, CALIFORNIA
BISHOP (BIH)

20086

AIRPORT DIAGRAM

AL-612 (FAA)

BOULDER CITY MUNI (BVU)
BOULDER CITY, NEVADA

AIRPORT DIAGRAM

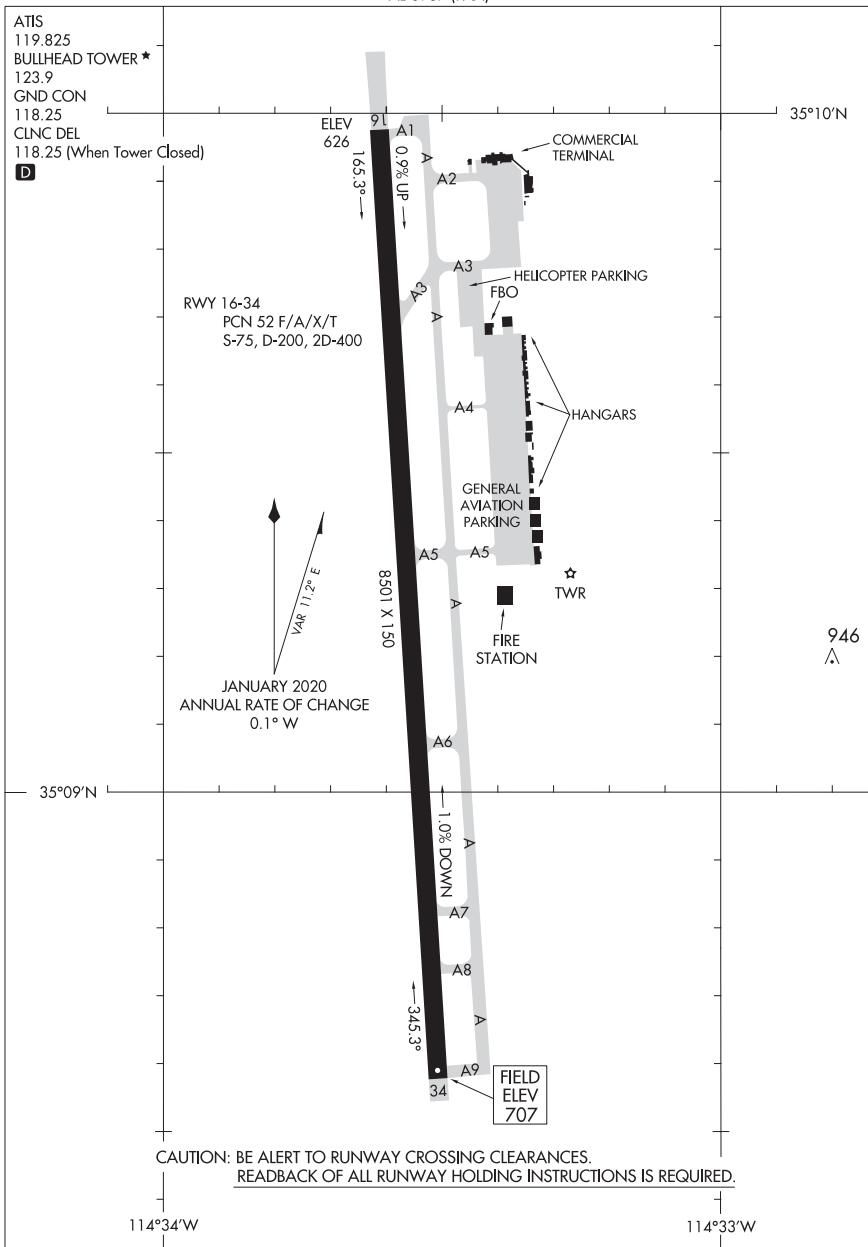
20086

BOULDER CITY, NEVADA
BOULDER CITY MUNI (BVU)

20086

AIRPORT DIAGRAM

AL-6967 (FAA)

LAUGHLIN/BULLHEAD INTL (IFP)
BULLHEAD CITY, ARIZONA

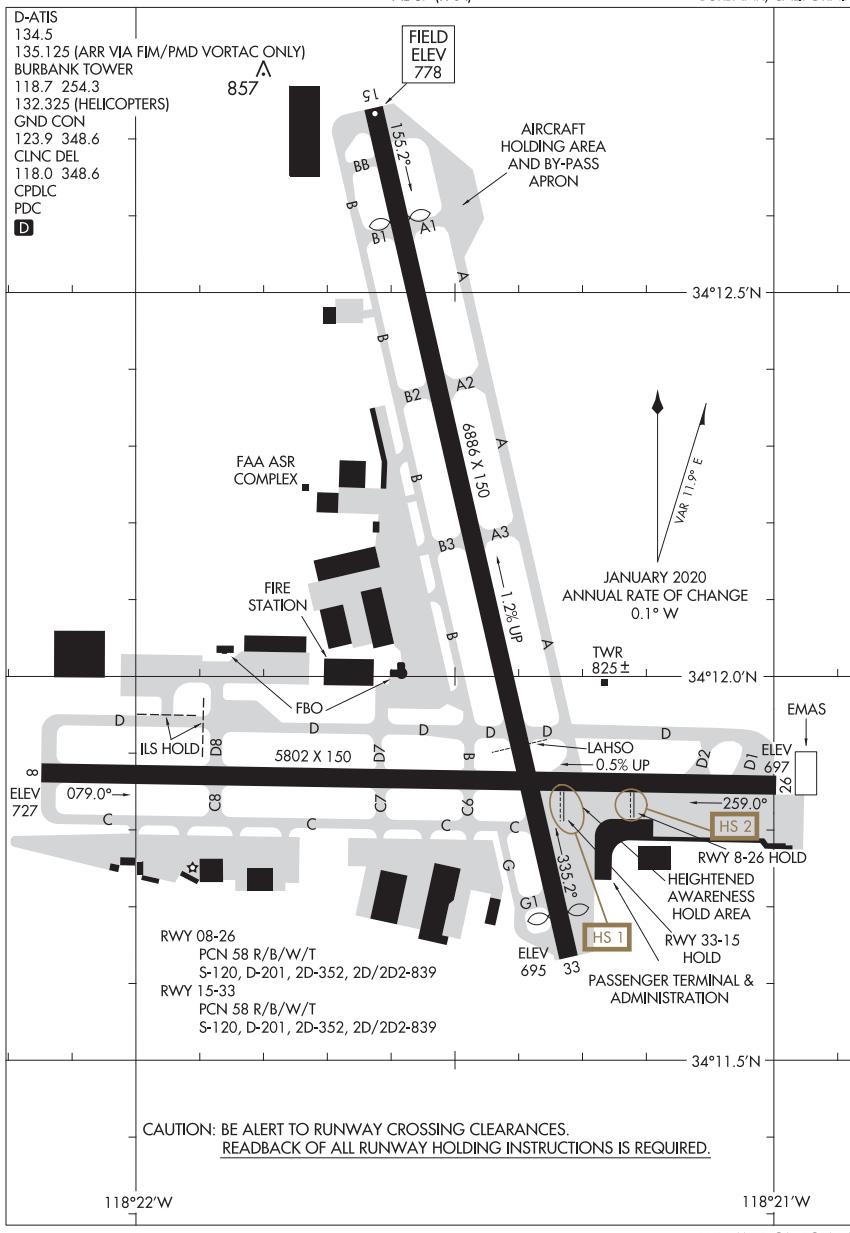
AIRPORT DIAGRAM

20086

BULLHEAD CITY, ARIZONA
LAUGHLIN/BULLHEAD INTL (IFP)

21336
AIRPORT DIAGRAM

AL-67 (FAA)

BOB HOPE (BUR)
BURBANK, CALIFORNIA

AIRPORT DIAGRAM

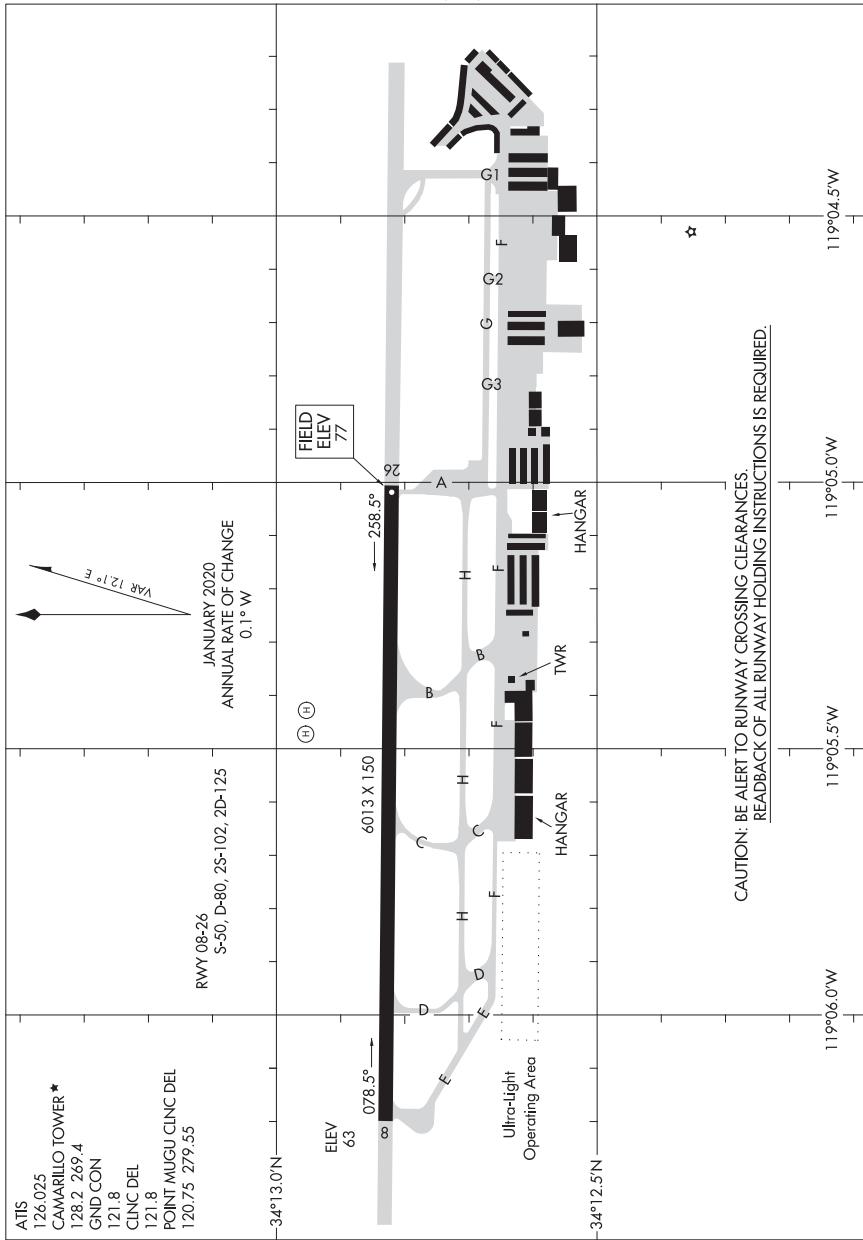
21336

BURBANK, CALIFORNIA
BOB HOPE (BUR)

20086

AIRPORT DIAGRAM

AL-680 (FAA)

Camarillo (CMA)
Camarillo, California

AIRPORT DIAGRAM

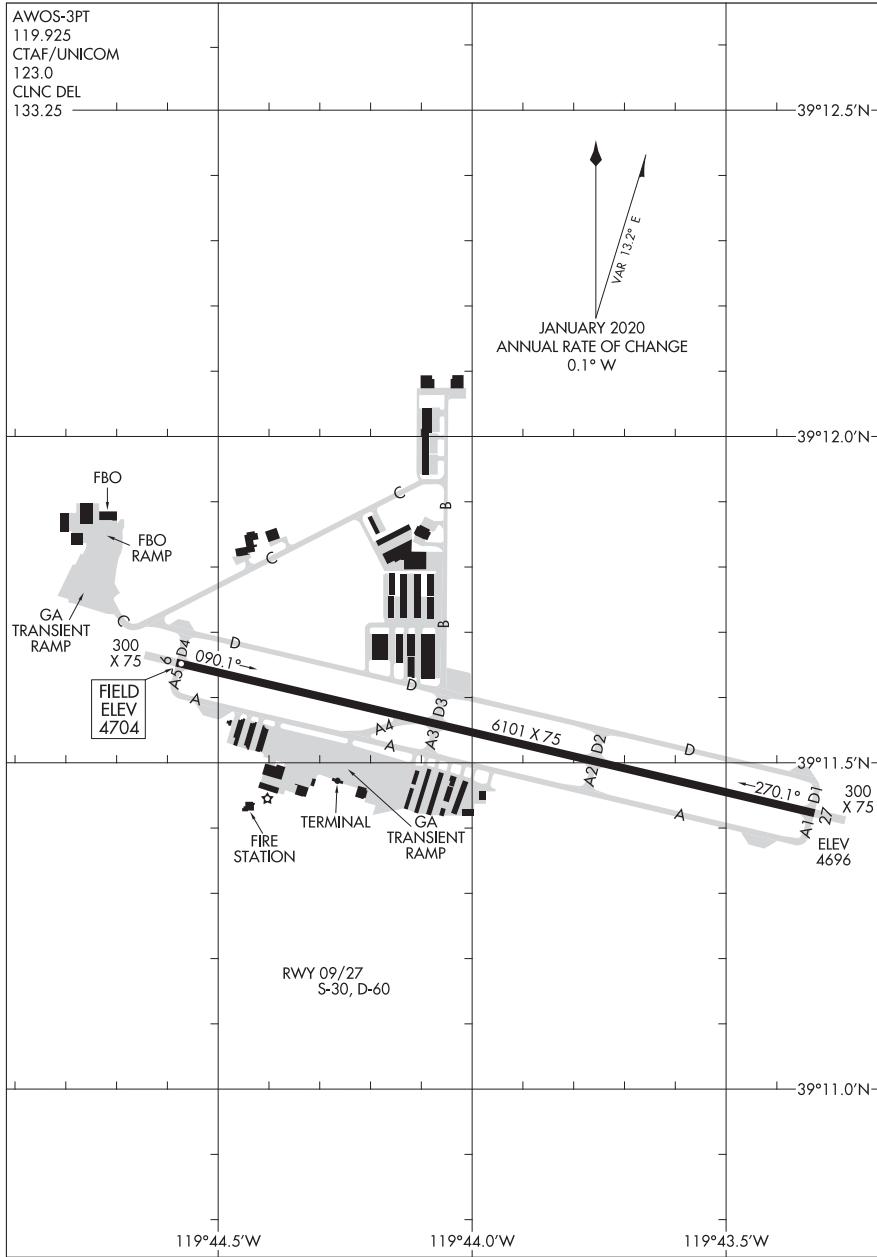
20086

Camarillo, California
Camarillo (CMA)

22307

AIRPORT DIAGRAM

AL-6515 (FAA)

CARSON CITY (CXP)
CARSON CITY, NEVADA

AIRPORT DIAGRAM

22307

CARSON CITY, NEVADA
CARSON CITY (CXP)

AIRPORT DIAGRAMS

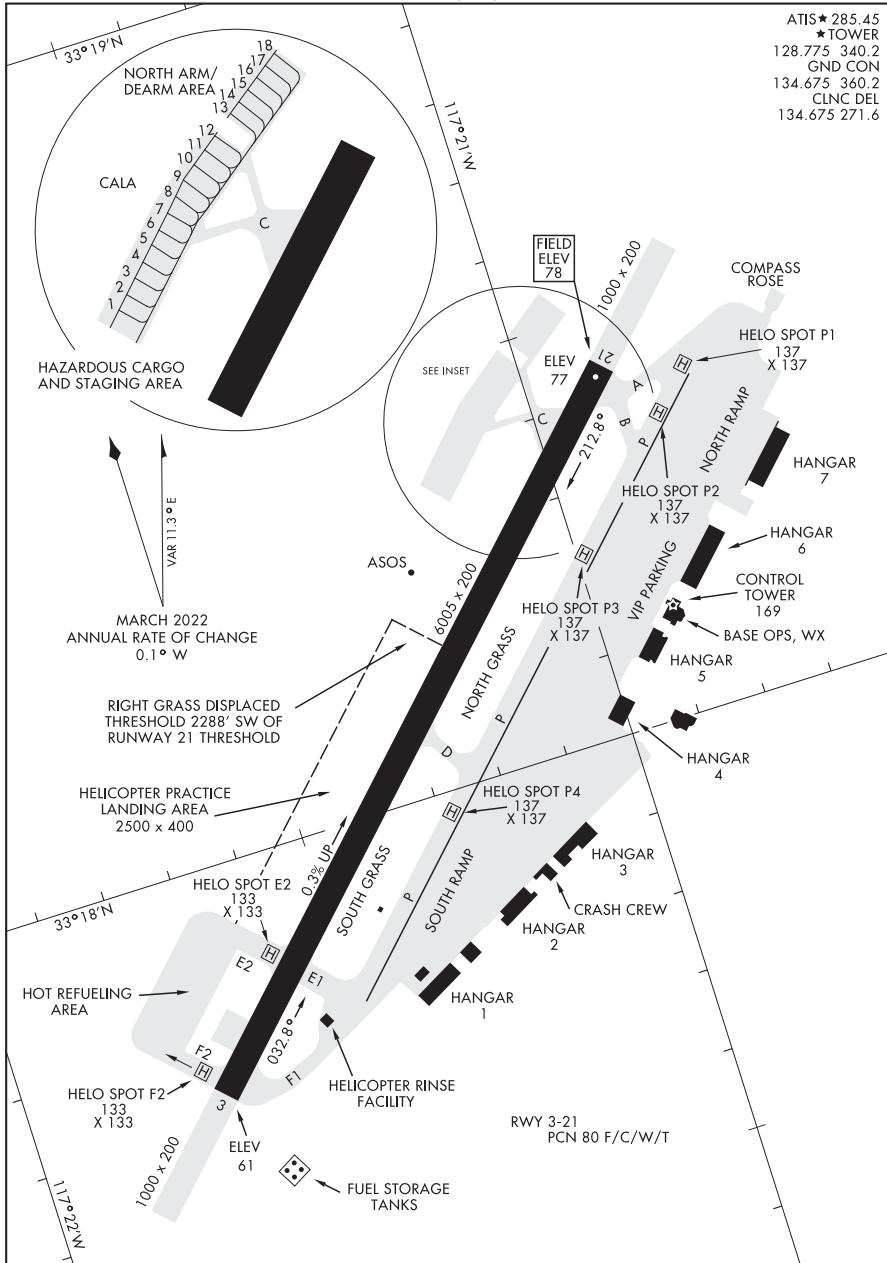
22083

AIRPORT DIAGRAM

AL-5985 [USN]

CAMP PENDLETON MCAS (MUNN FLD) (KNFG)

OCEANSIDE, CALIFORNIA



AIRPORT DIAGRAM

OCEANSIDE, CALIFORNIA

CAMP PENDLETON MCAS (MUNN FLD) (KNFG)

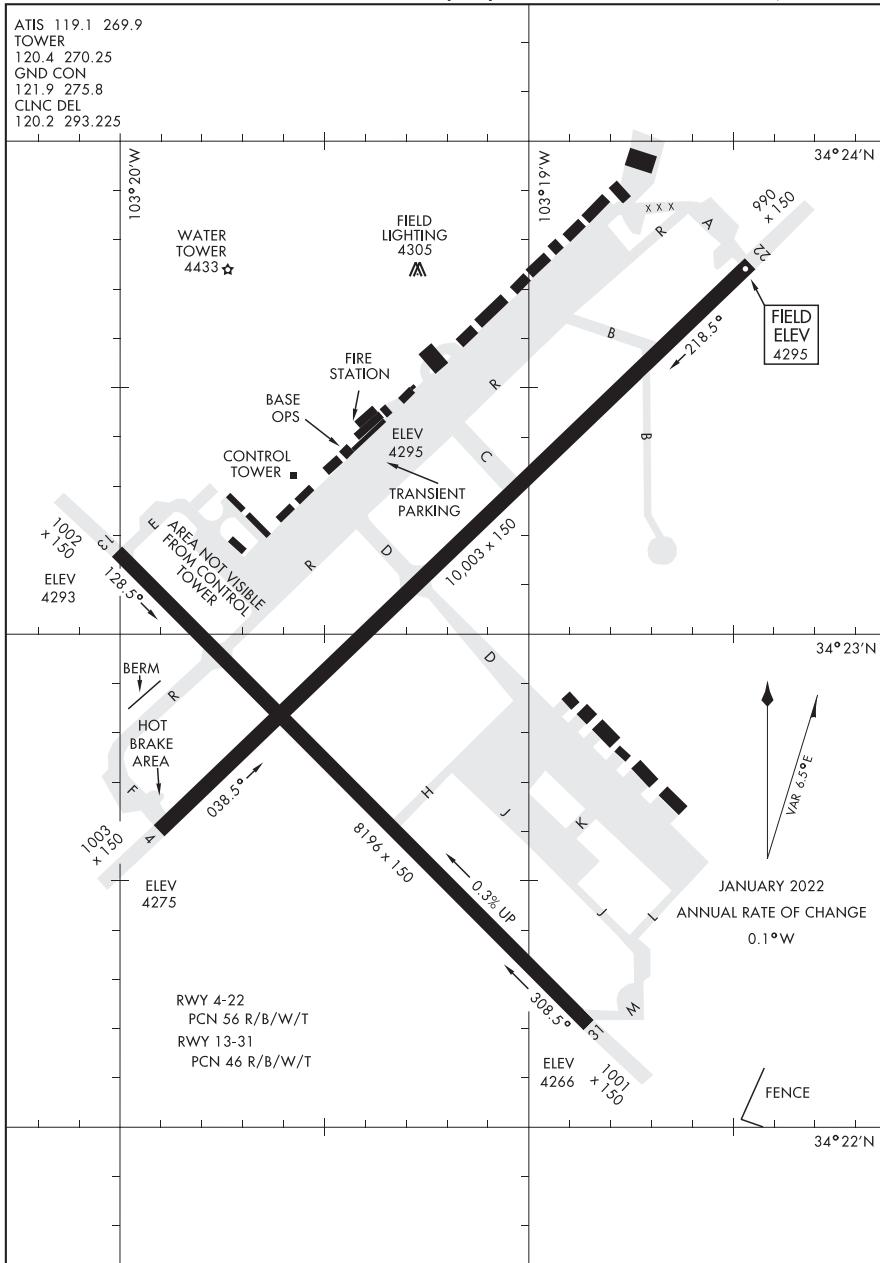
22027

AIRPORT DIAGRAM

AL-512 [USAF]

CANNON AFB (KCVS)

CLOVIS, NEW MEXICO



AIRPORT DIAGRAM

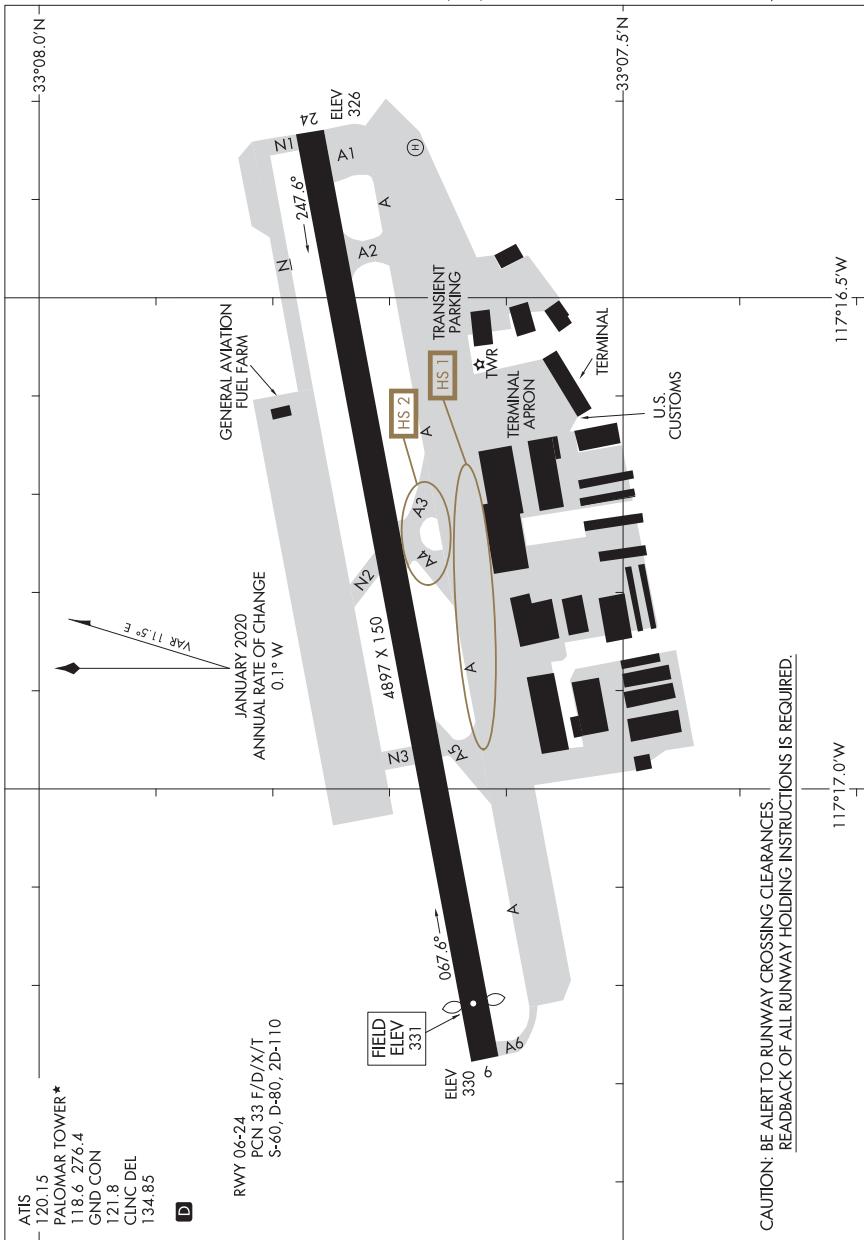
CLOVIS, NEW MEXICO

CANNON AFB (KCVS)

22083

AIRPORT DIAGRAM

AI-5310 (FAA)

MC CLELLAN-PALOMAR (CRQ)
CARLSBAD, CALIFORNIA

AIRPORT DIAGRAM

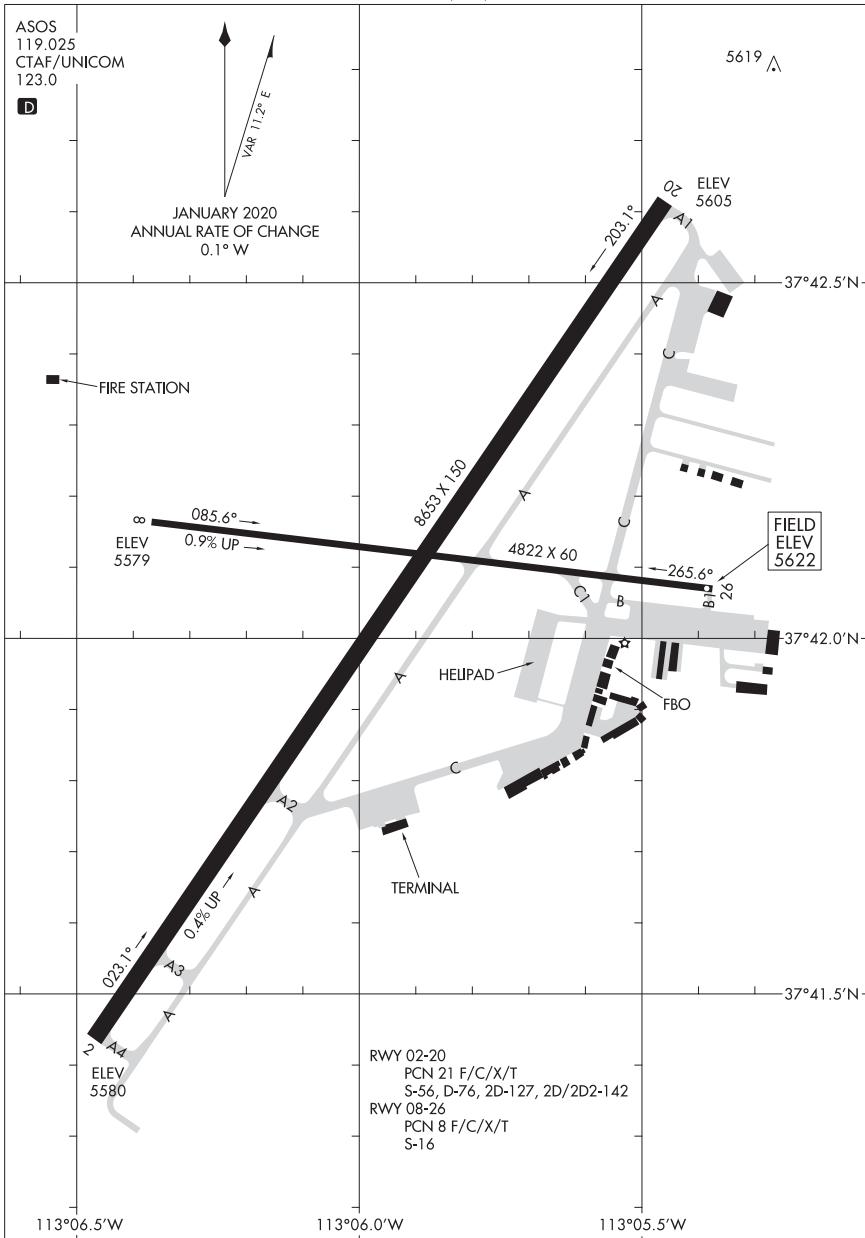
22083

CARLSBAD, CALIFORNIA
MC CLELLAN-PALOMAR (CRQ)

21168

AIRPORT DIAGRAM

AI-5139 (FAA)

CEDAR CITY RGNL (CDC)
CEDAR CITY, UTAH

AIRPORT DIAGRAM

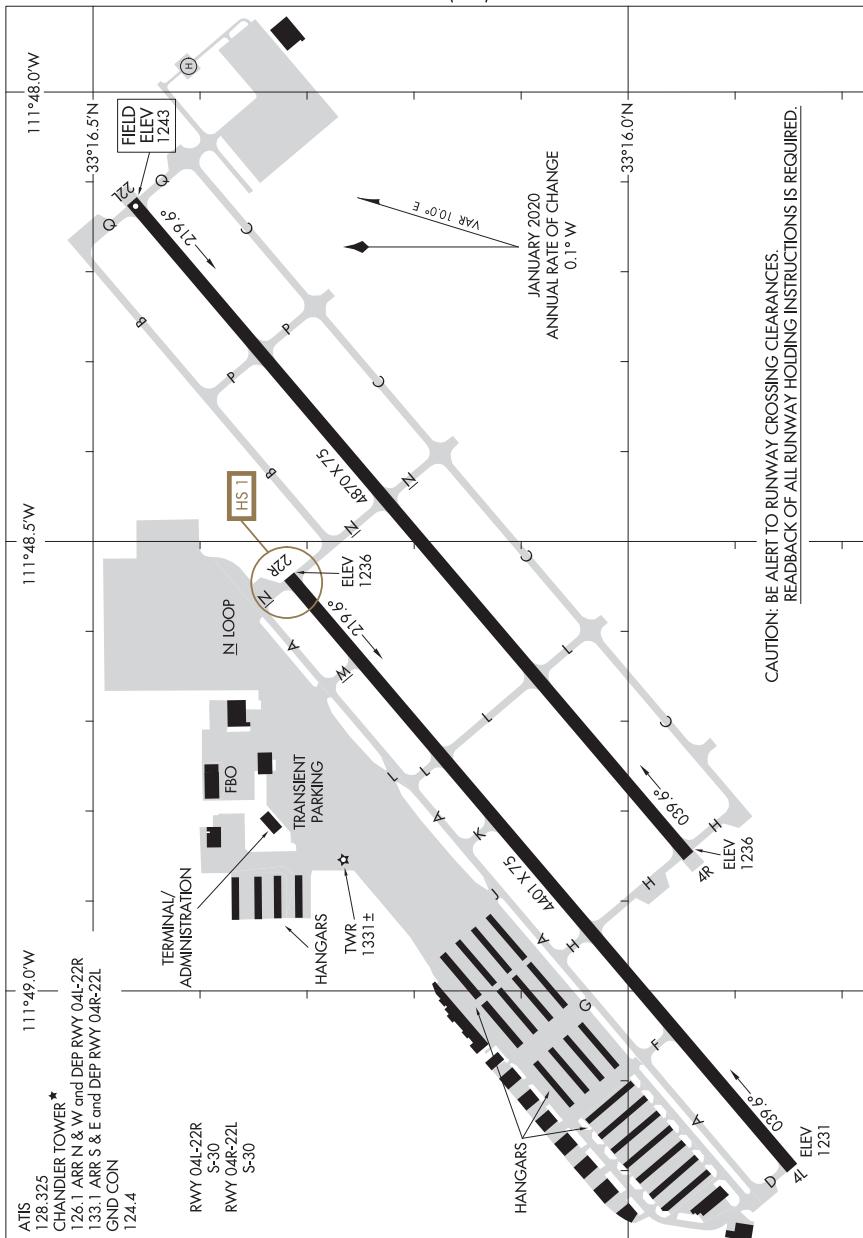
21168

CEDAR CITY, UTAH
CEDAR CITY RGNL (CDC)

22307

AIRPORT DIAGRAM

AL-6494 (FAA)

CHANDLER MUNI (CHD)
CHANDLER, ARIZONA

AIRPORT DIAGRAM

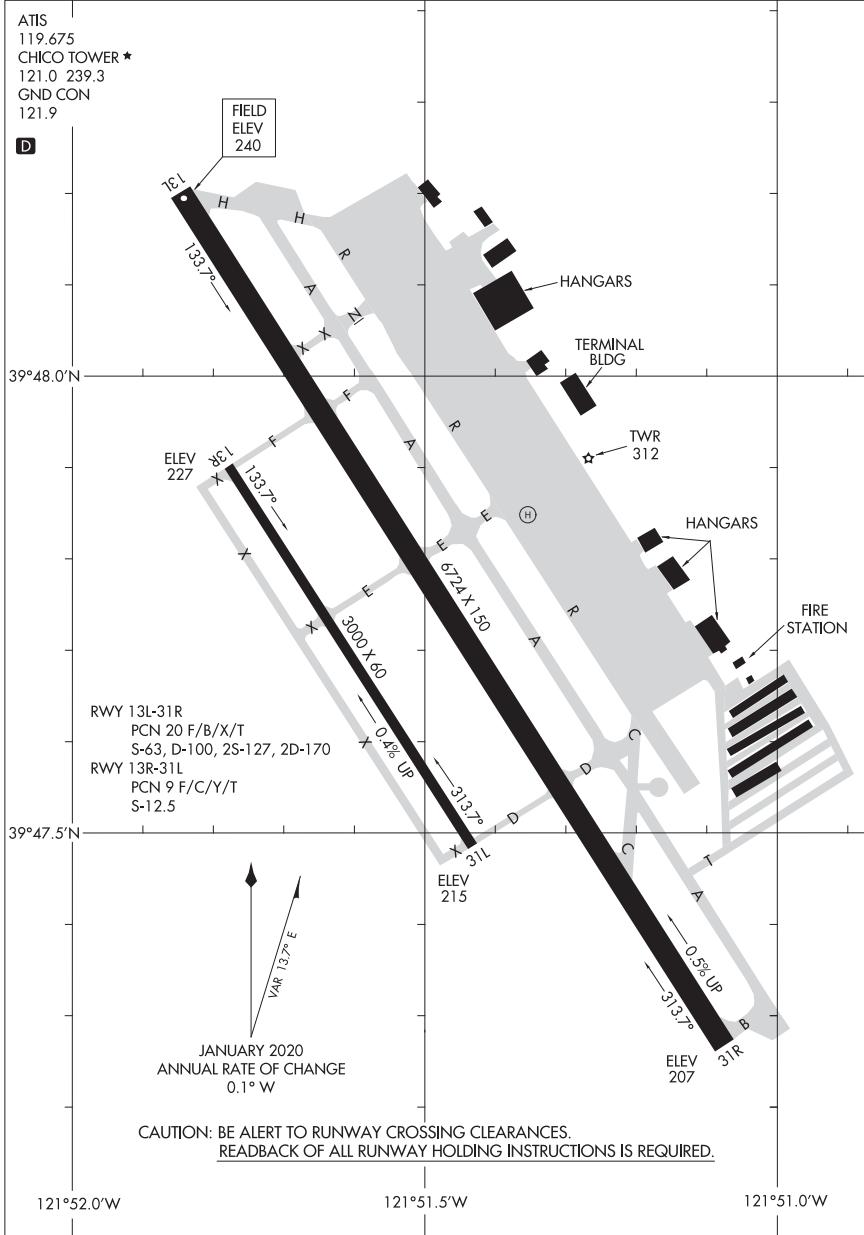
22307

CHANDLER, ARIZONA
CHANDLER MUNI (CHD)

22251

AIRPORT DIAGRAM

AL-557 (FAA)

CHICO MUNI (CIC)
CHICO, CALIFORNIA

AIRPORT DIAGRAM

22251

CHICO, CALIFORNIA
CHICO MUNI (CIC)

AIRPORT DIAGRAMS

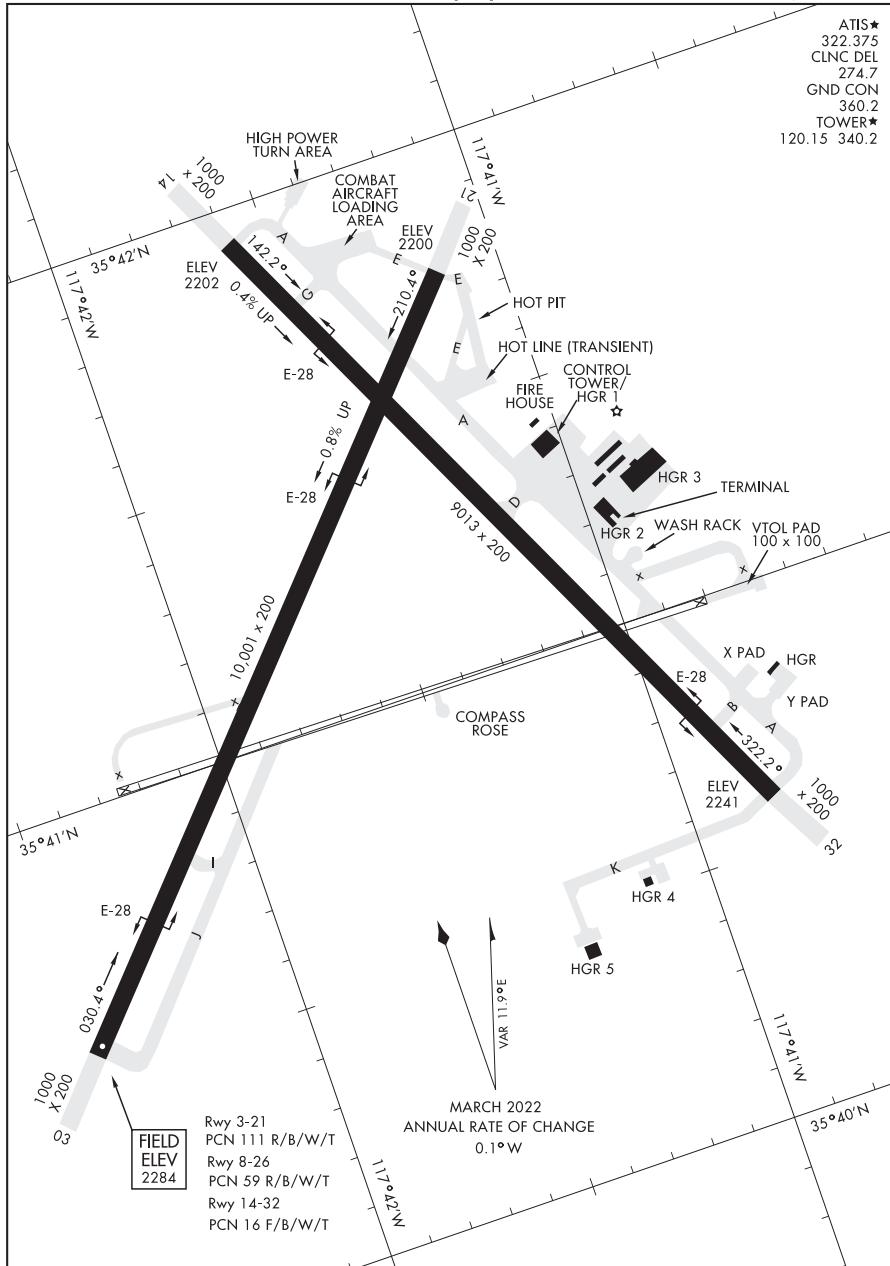
22083

AIRPORT DIAGRAM

AL-914 [USN]

CHINA LAKE NAWNS (ARMITAGE FLD) (KNID)

RIDGECREST, CALIFORNIA



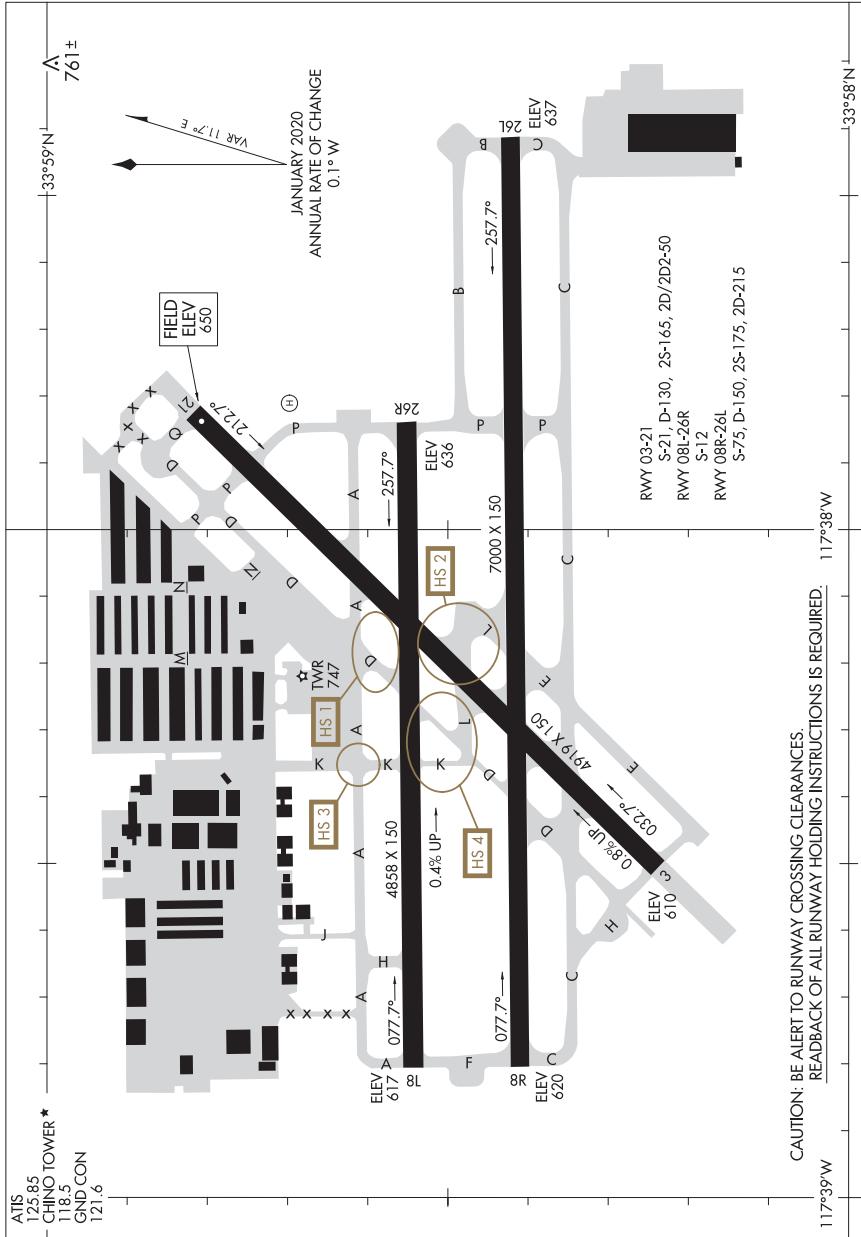
AIRPORT DIAGRAM

CHINA LAKE NAWNS (ARMITAGE FLD) (KNID)

22083

AIRPORT DIAGRAM

AL-5599 (FAA)

CHINO (CNO)
CHINO, CALIFORNIA

AIRPORT DIAGRAM

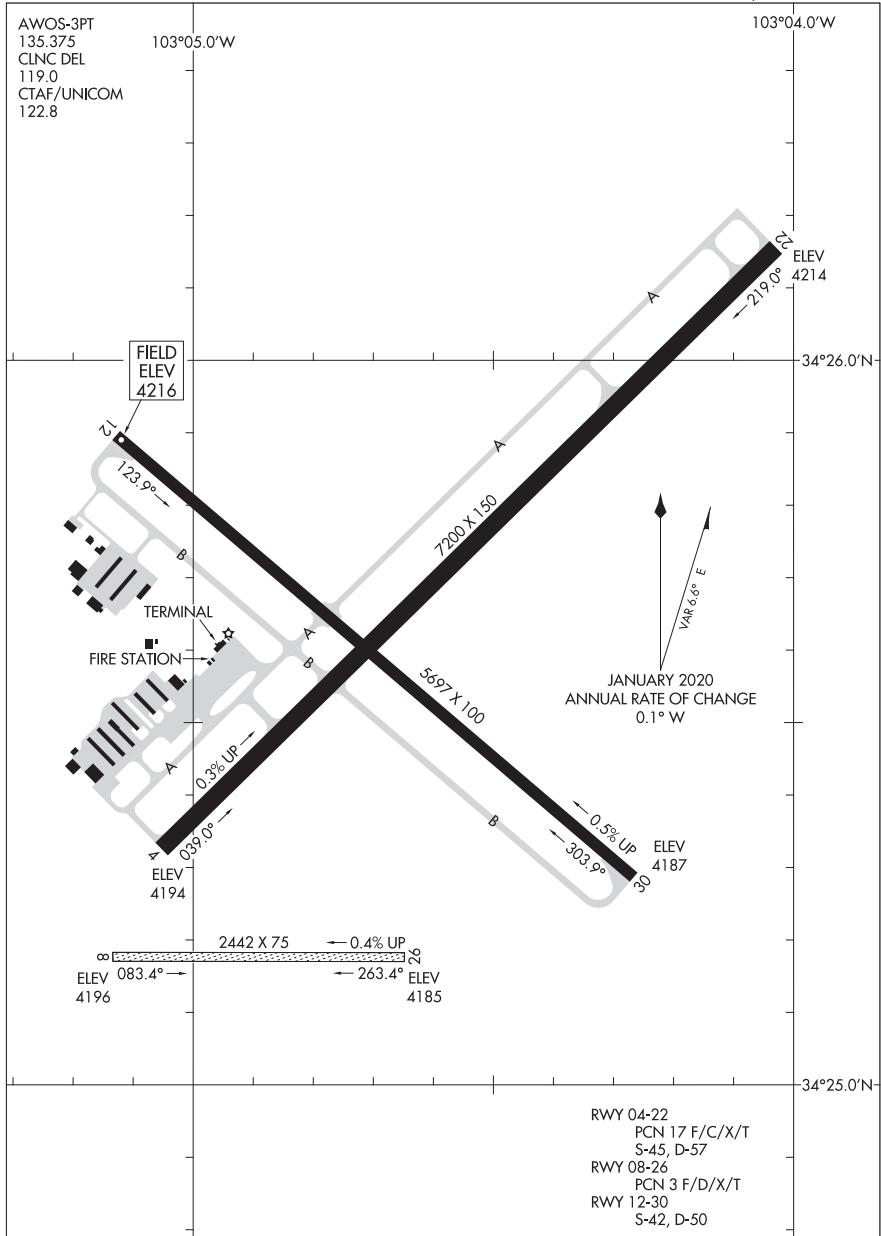
22083

CHINO, CALIFORNIA
CHINO (CNO)

22083

AIRPORT DIAGRAM

AL-5144 (FAA)

CLOVIS RGNL (CVN)
CLOVIS, NEW MEXICO

AIRPORT DIAGRAM

22083

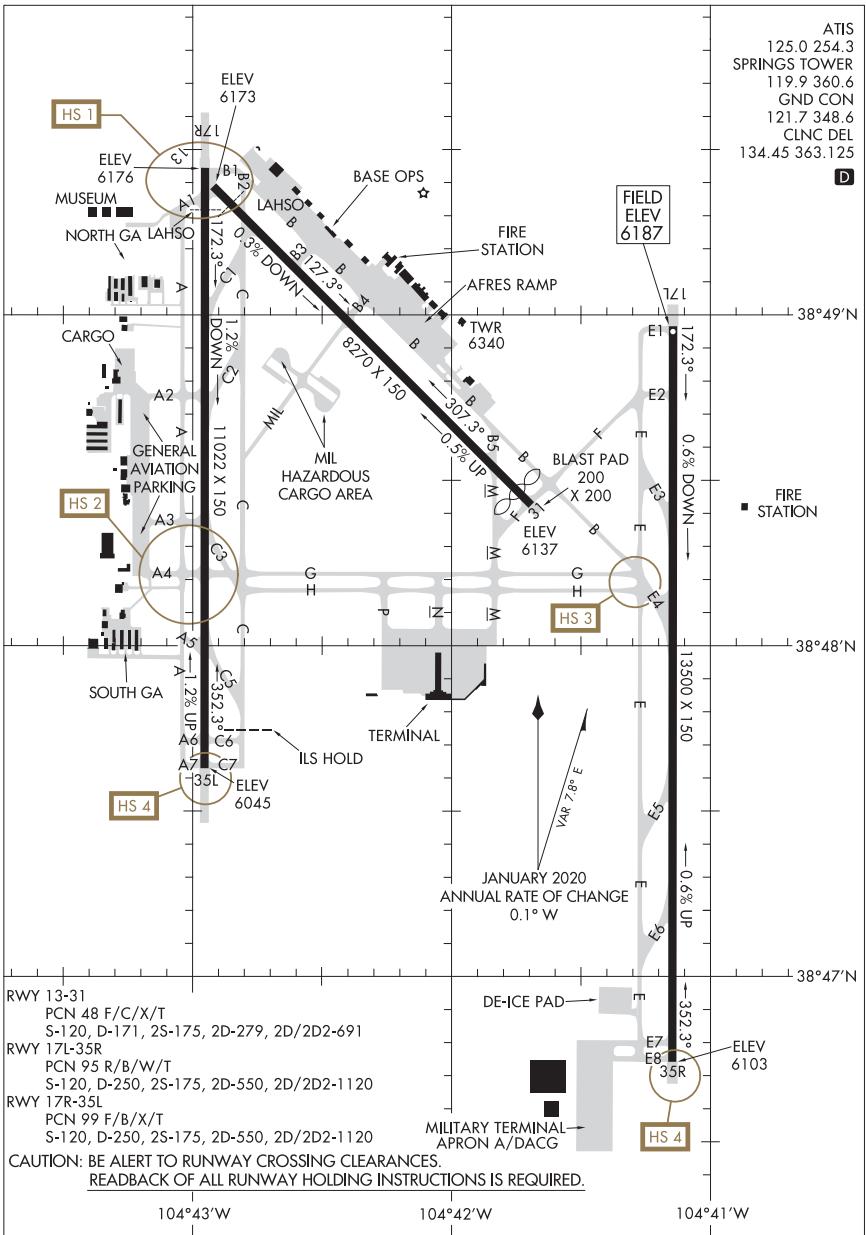
CLOVIS, NEW MEXICO
CLOVIS RGNL (CVN)

22307

AIRPORT DIAGRAM

CITY OF COLORADO SPRINGS MUNI (COS)
AL-87 (FAA)

COLORADO SPRINGS, COLORADO



AIRPORT DIAGRAM

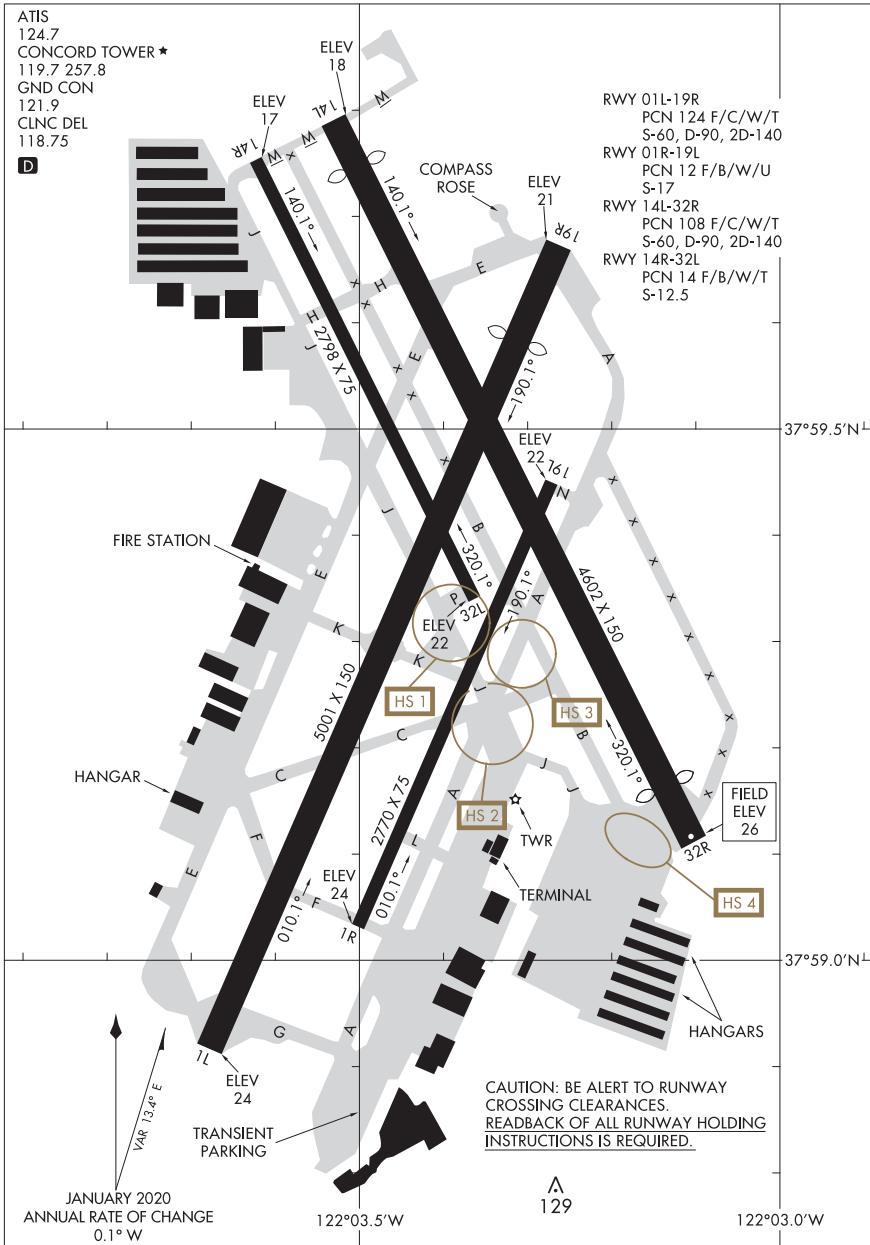
22307

CITY OF COLORADO SPRINGS, COLORADO
CITY OF COLORADO SPRINGS MUNI (COS)

21168

AIRPORT DIAGRAM

AL-5320 (FAA)

BUCHANAN FLD (CCR)
CONCORD, CALIFORNIA

AIRPORT DIAGRAM

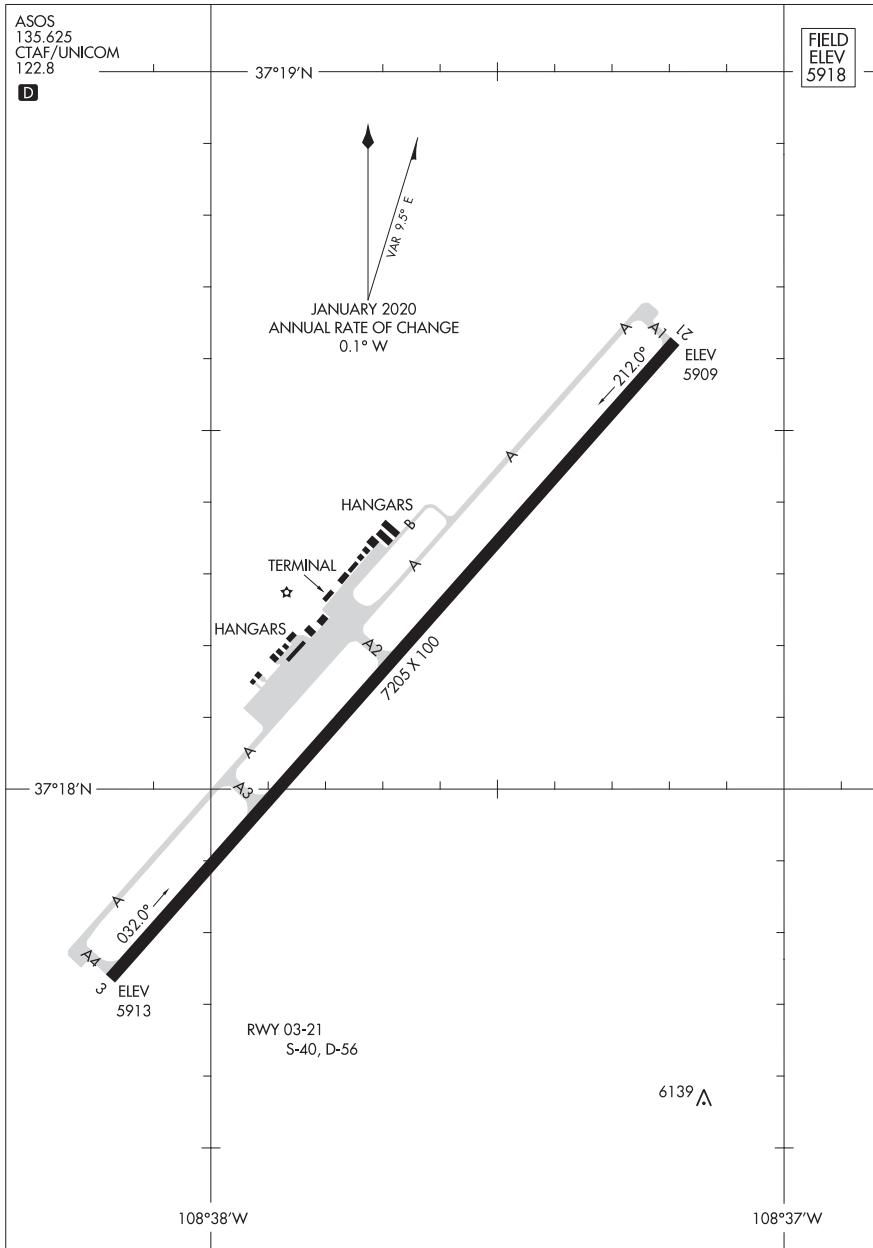
21168

CONCORD, CALIFORNIA
BUCHANAN FLD (CCR)

20086

AIRPORT DIAGRAM

AL-112 (FAA)

CORTEZ MUNI (CEZ)
CORTEZ, COLORADO

AIRPORT DIAGRAM

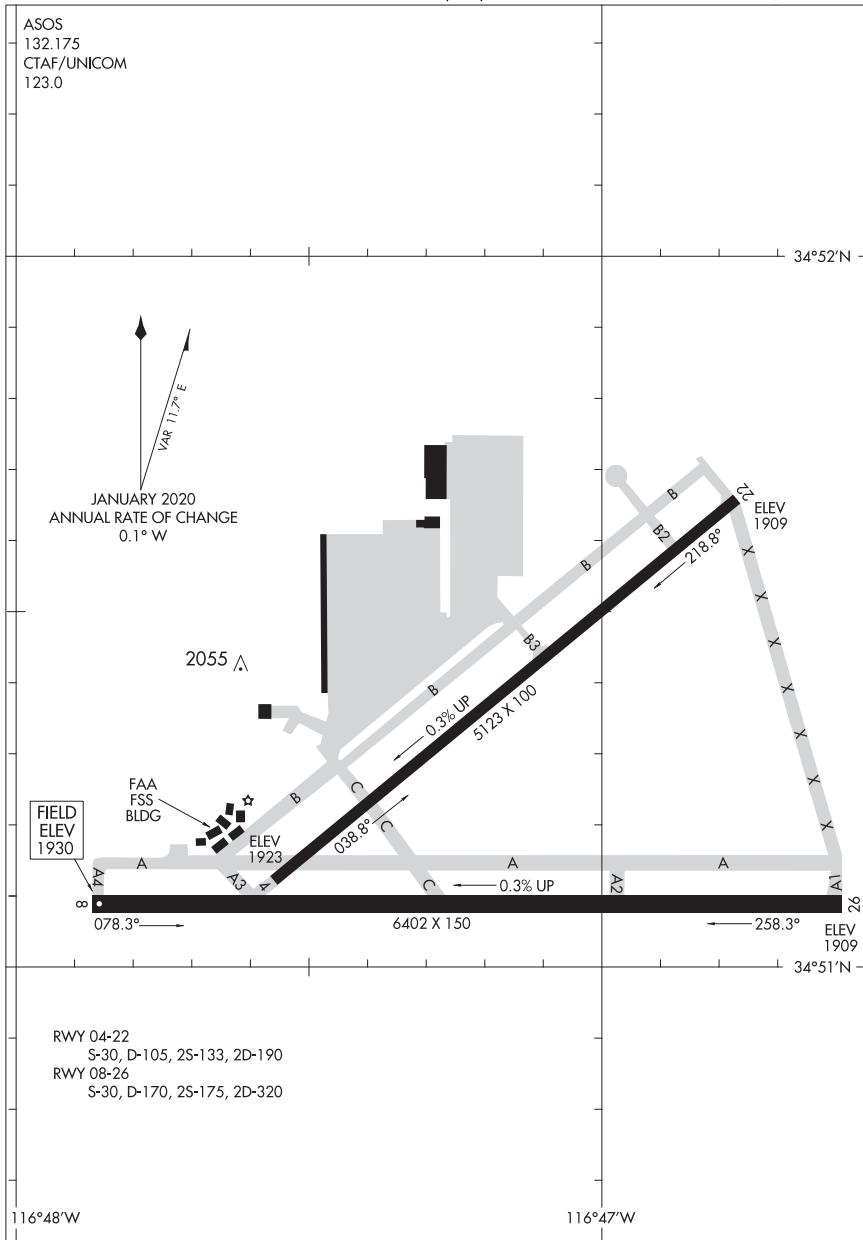
20086

CORTEZ, COLORADO
CORTEZ MUNI (CEZ)

20086

AIRPORT DIAGRAM

AL-104 (FAA)

BARSTOW-DAGGETT (DAG)
DAGGETT, CALIFORNIA

AIRPORT DIAGRAM

20086

DAGGETT, CALIFORNIA
BARSTOW-DAGGETT (DAG)

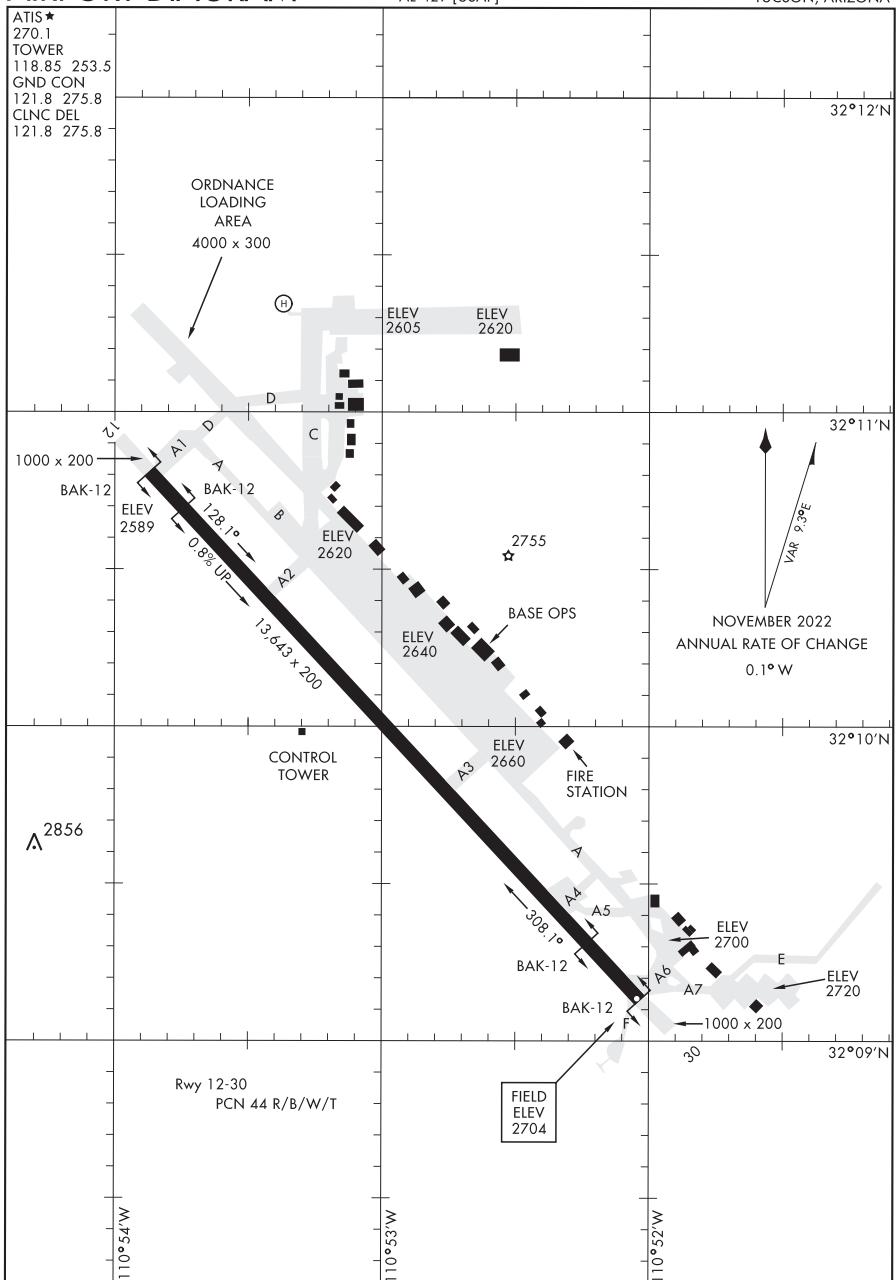
22307

AIRPORT DIAGRAM

AL-429 [USAF]

DAVIS-MONTHAN AFB (KDMA)

TUCSON, ARIZONA



AIRPORT DIAGRAM

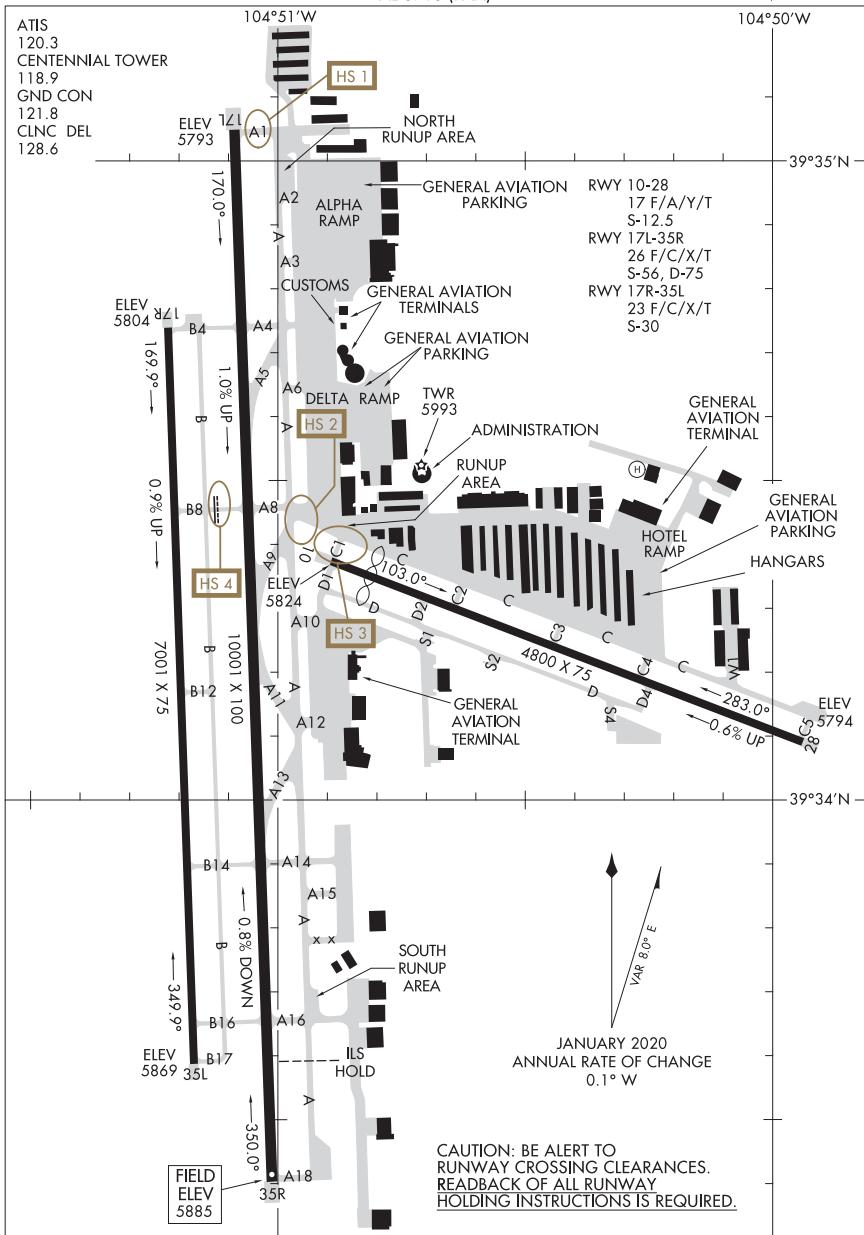
TUCSON, ARIZONA

DAVIS-MONTHAN AFB (KDMA)

21280

AIRPORT DIAGRAM

AL-5715 (FAA)

CENTENNIAL (APA)
DENVER, COLORADO

AIRPORT DIAGRAM

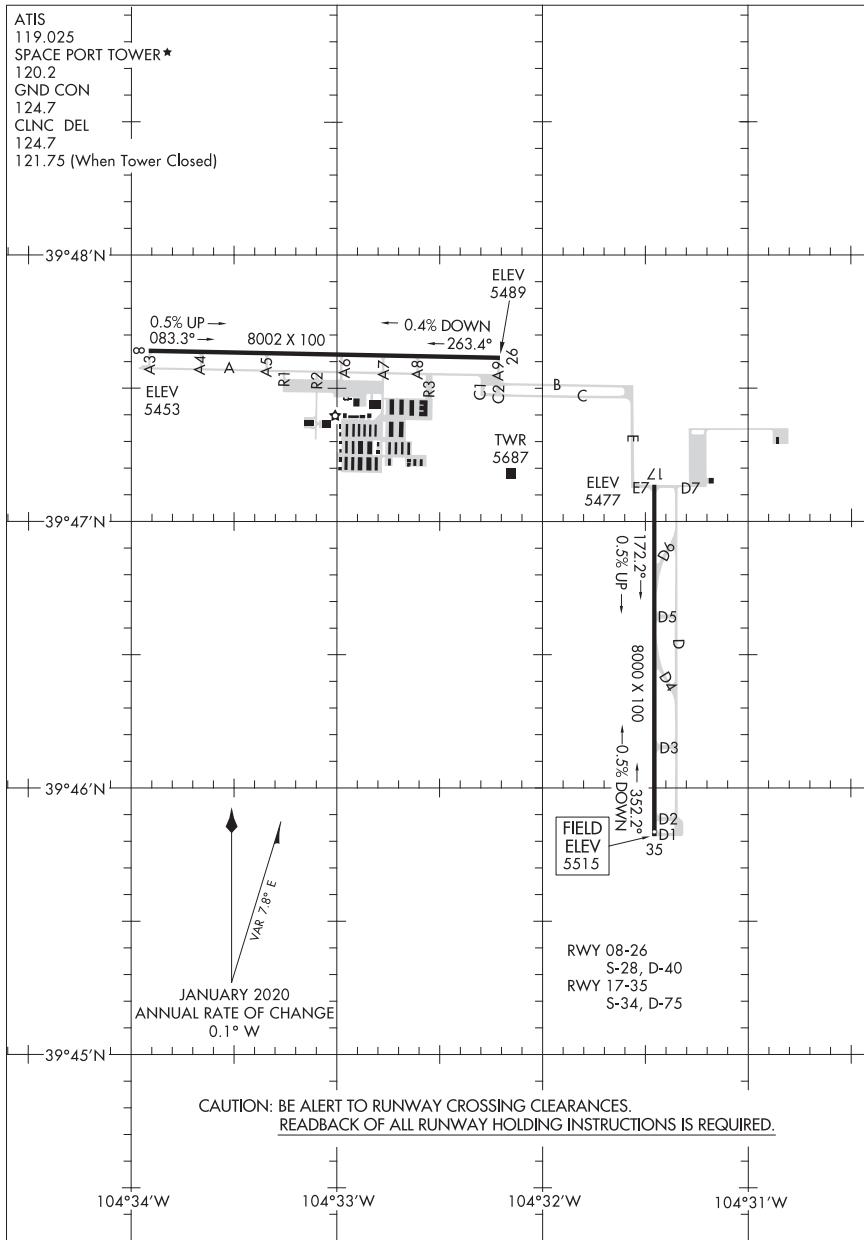
21280

DENVER, COLORADO
CENTENNIAL (APA)

20310

AIRPORT DIAGRAMCOLORADO AIR AND SPACE PORT (CFO)
AL-6851 (FAA)

DENVER, COLORADO

**AIRPORT DIAGRAM**

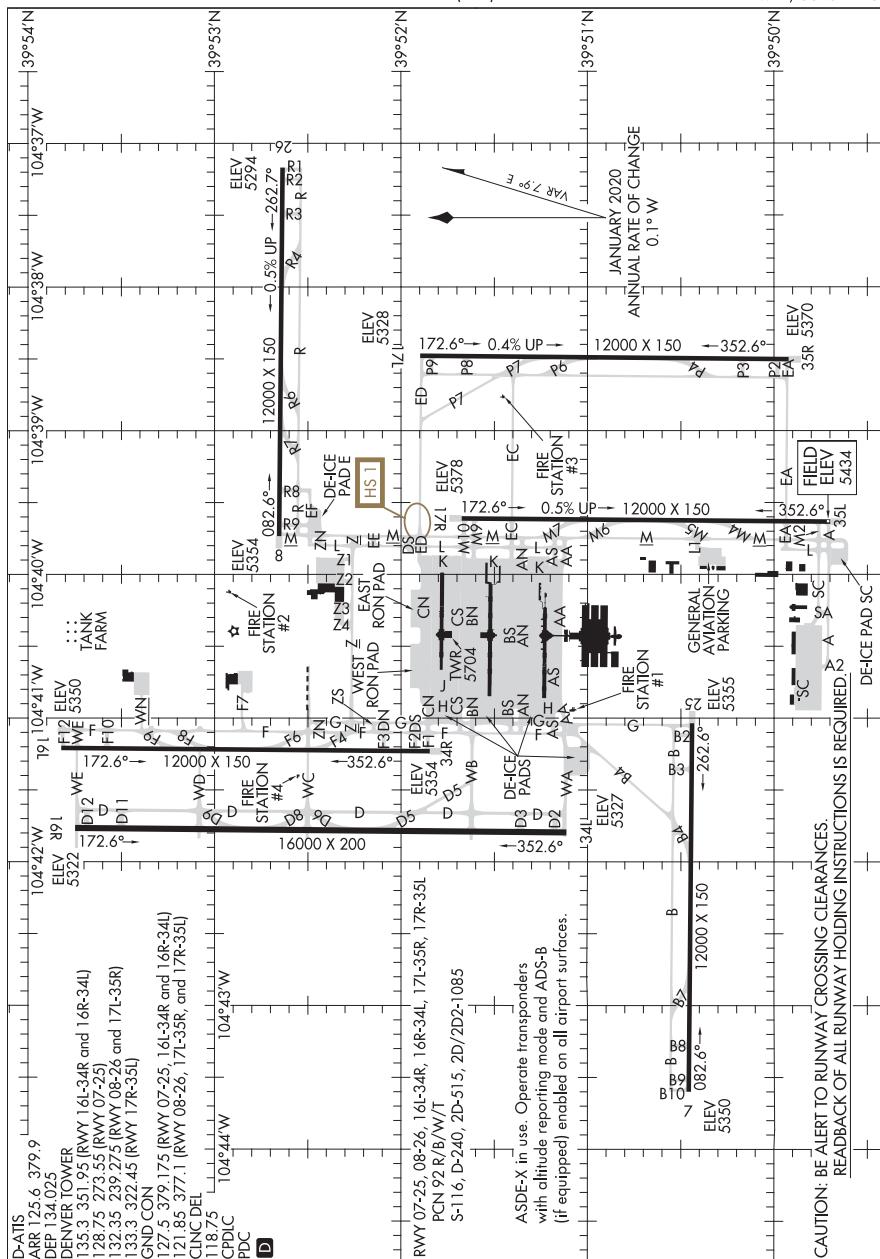
20310

DENVER, COLORADO
COLORADO AIR AND SPACE PORT (CFO)

22363

AIRPORT DIAGRAM

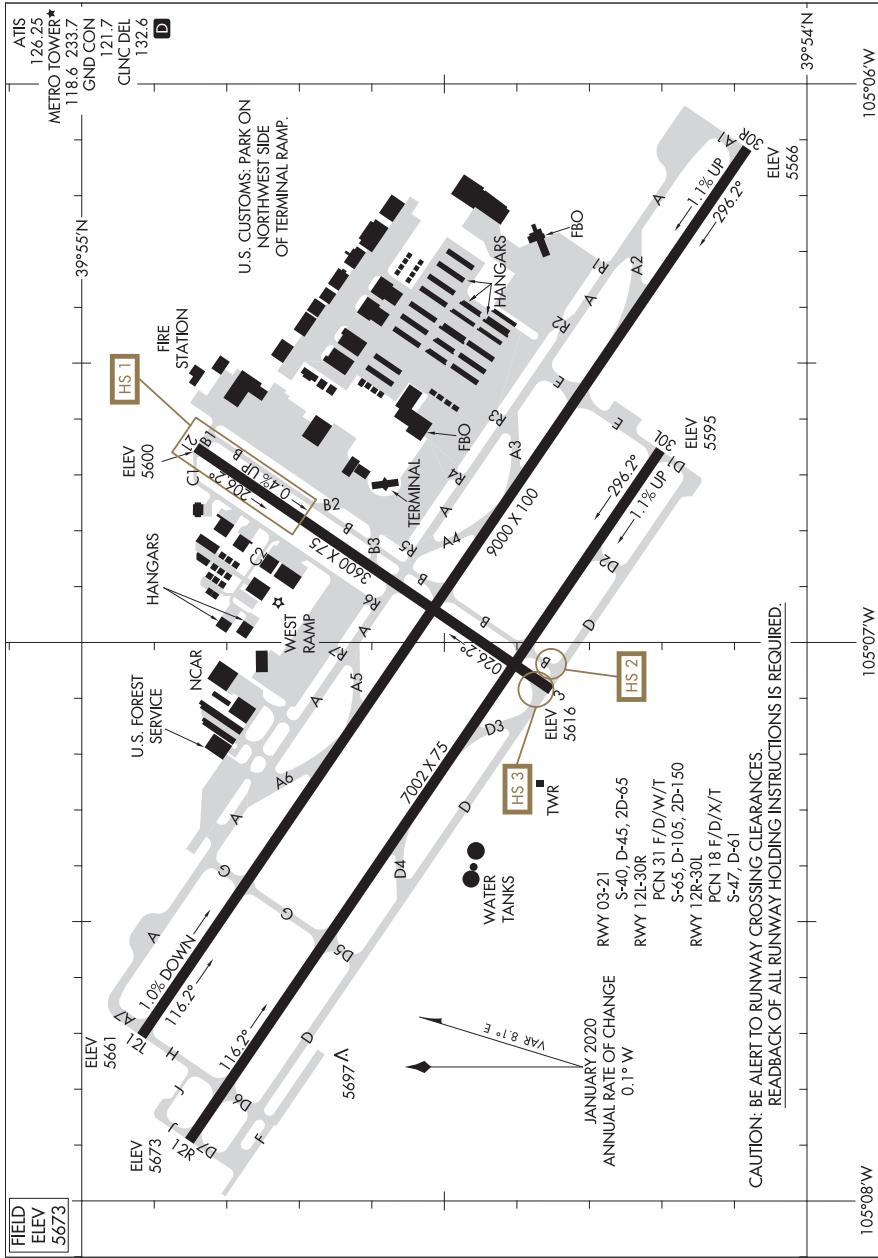
AL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO

22195

AIRPORT DIAGRAM

AL-5612 (FAA)

ROCKY MOUNTAIN METRO (BJC)
DENVER, COLORADO

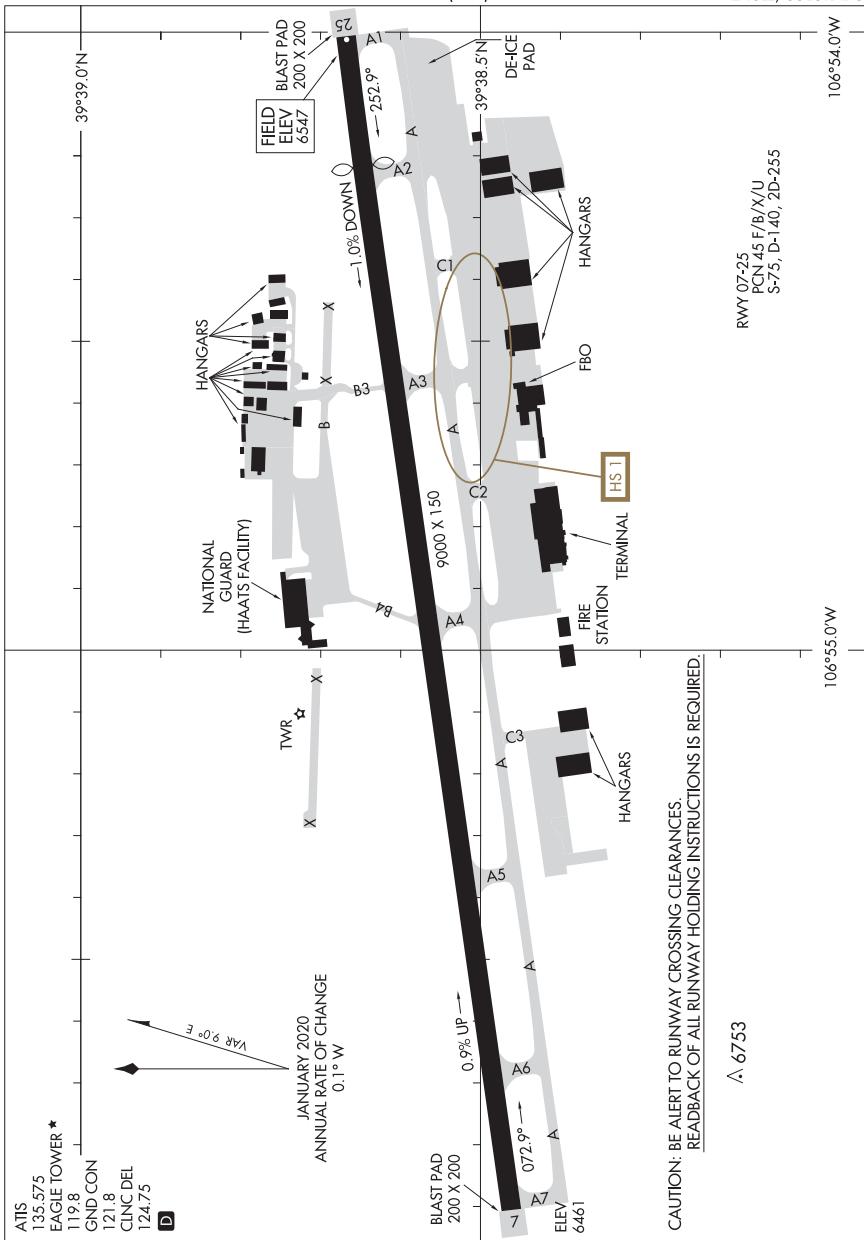
22195

ROCKY MOUNTAIN METRO (BJC)
DENVER, COLORADO

AIRPORT DIAGRAMS

22251

AIRPORT DIAGRAM



AIRPORT DIAGRAM

22251

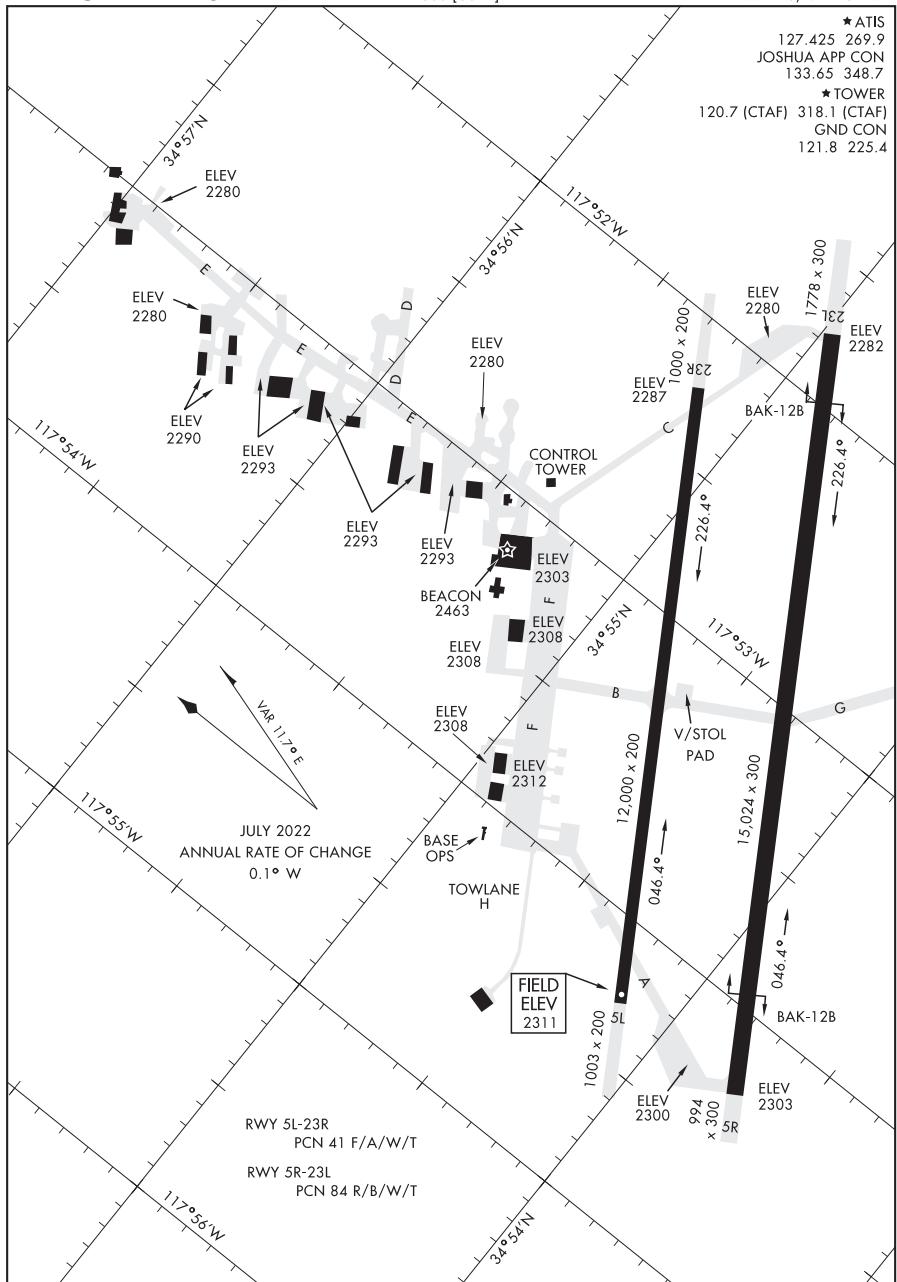
22195

AIRPORT DIAGRAM

AL-500 [USAF]

EDWARDS AFB (KEDW)

EDWARDS, CALIFORNIA



AIRPORT DIAGRAM

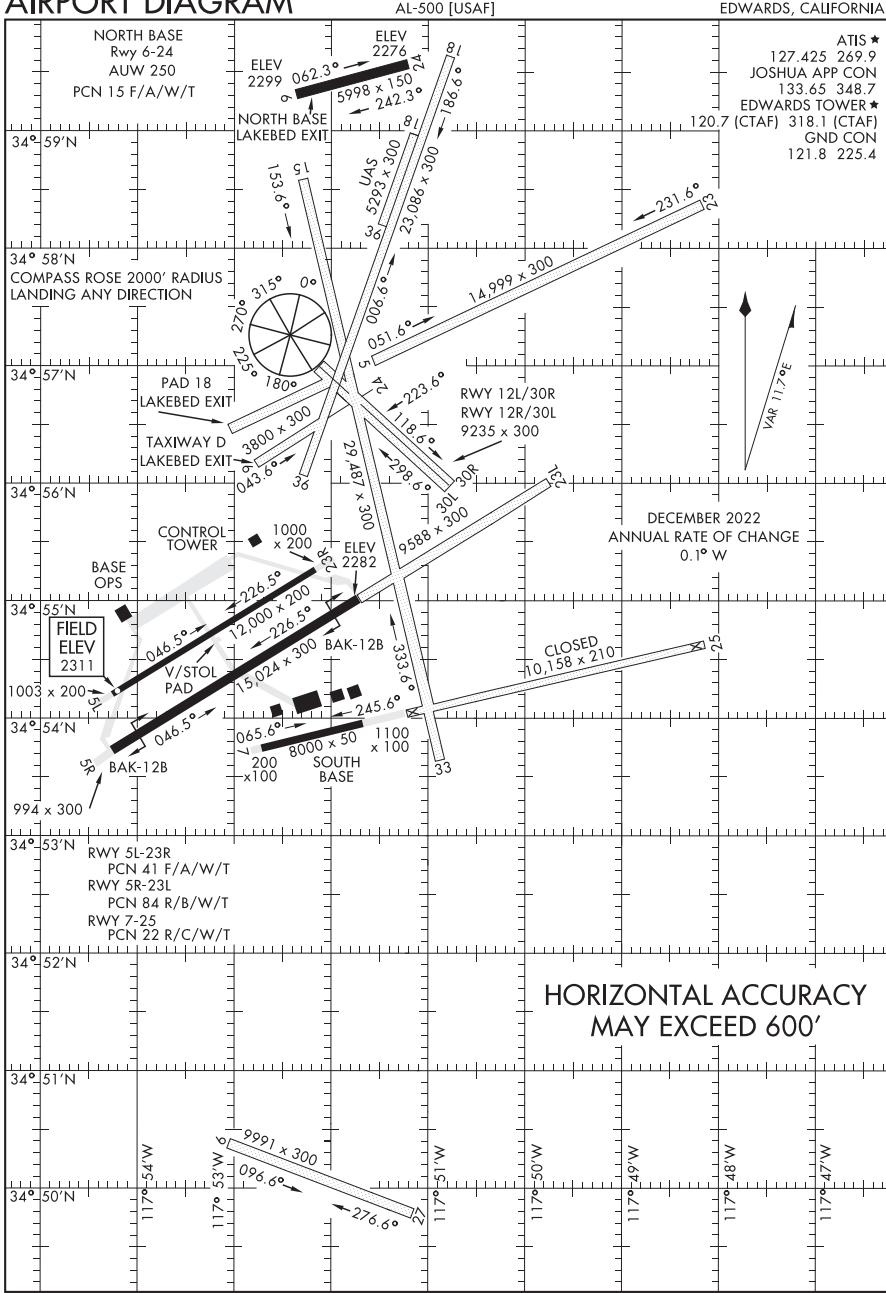
EDWARDS, CALIFORNIA

EDWARDS AFB (KEDW)

AIRPORT DIAGRAMS

22363

AIRPORT DIAGRAM



22195

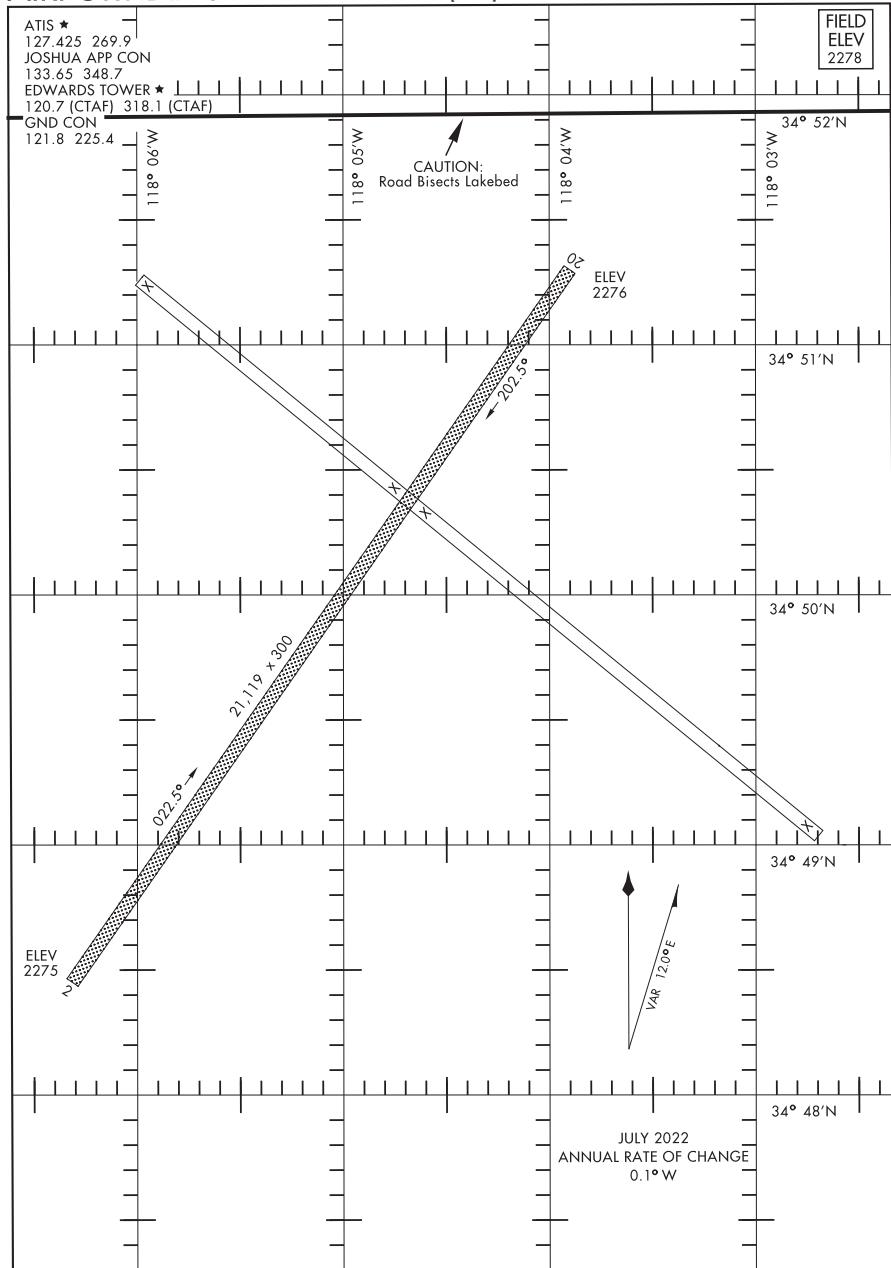
AIRPORT DIAGRAM

AL-500 [USAF]

EDWARDS/ROSAMOND LAKEBED (KEDW)

EDWARDS, CALIFORNIA

FIELD ELEV
2278



AIRPORT DIAGRAMS

21224

AIRPORT DIAGRAM

ATIS ★ 269.275
 EL CENTRO TOWER ★
 119.1 360.2
 GND CON
 121.9 254.35
 METRO 348.3
 CLNC DEL
 340.2

AL-472 [USN]

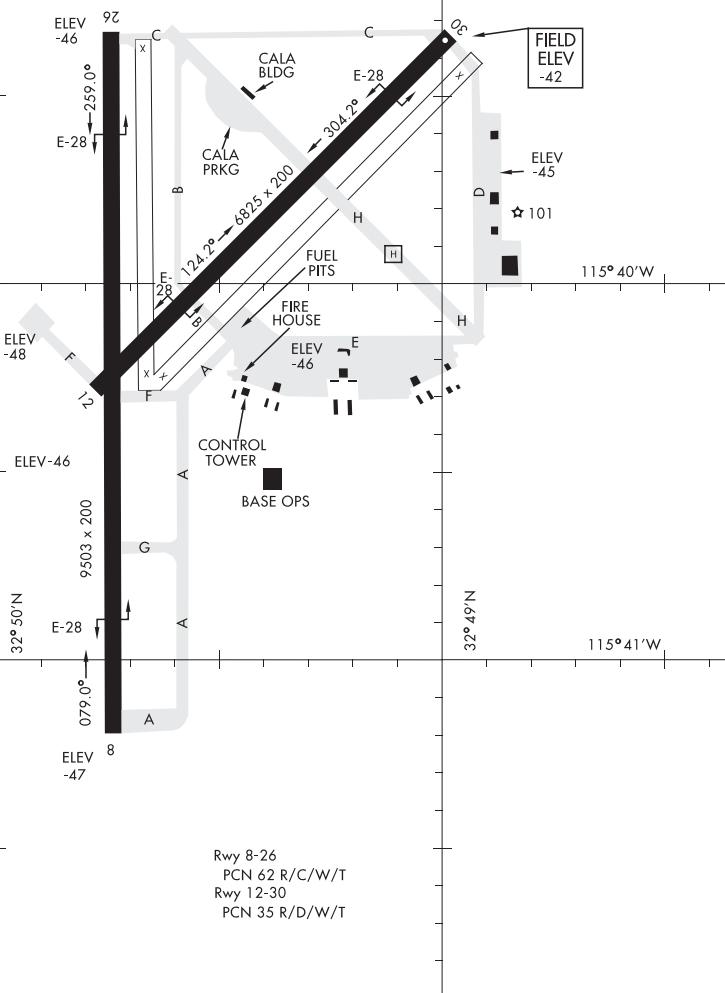
EL CENTRO NAF (VRACIU FLD) (KNJK)

EL CENTRO, CALIFORNIA



 AUGUST 2021
 ANNUAL RATE OF CHANGE
 0.1°W

115°39'W



AIRPORT DIAGRAM

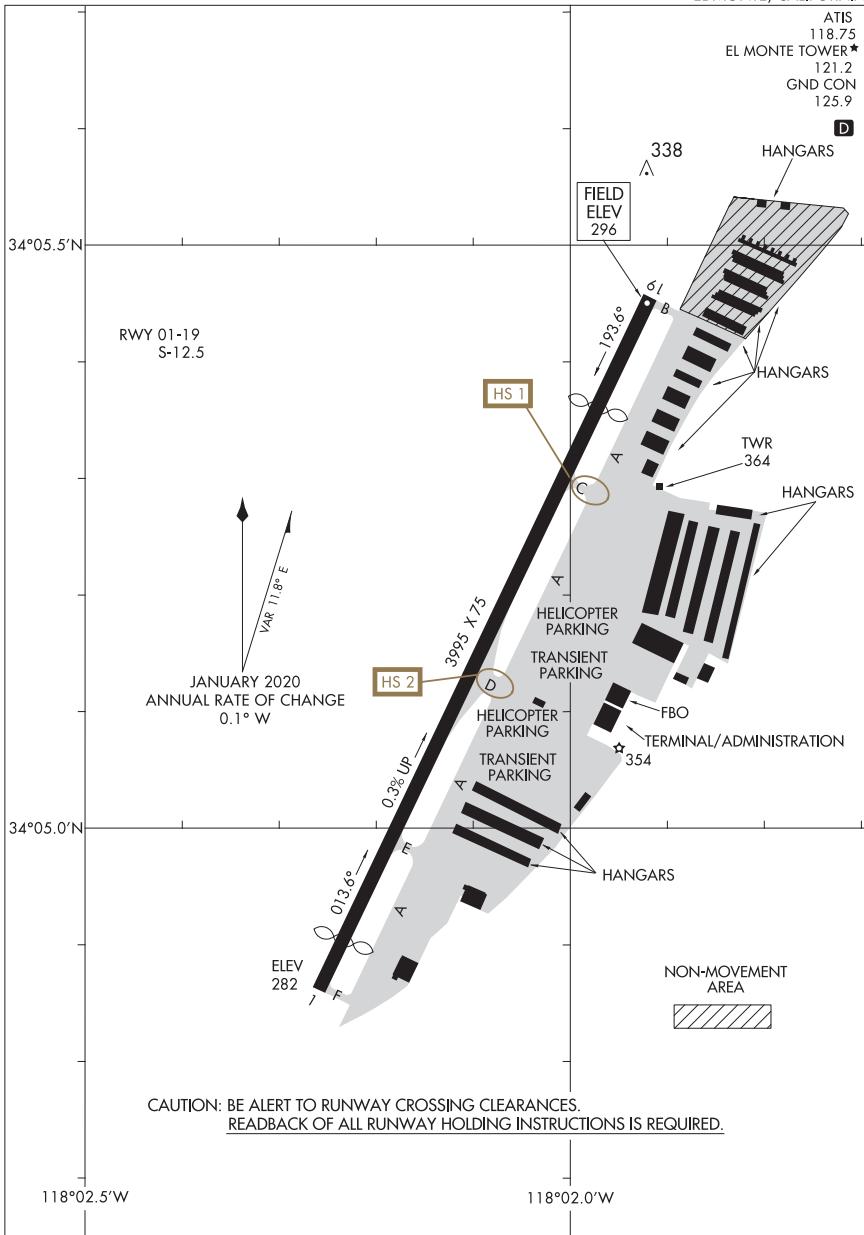
EL CENTRO, CALIFORNIA

EL CENTRO NAF (VRACIU FLD) (KNJK)

22083

AIRPORT DIAGRAM

AL-5639 (FAA)

SAN GABRIEL VALLEY (EMT)
EL MONTE, CALIFORNIA

AIRPORT DIAGRAM

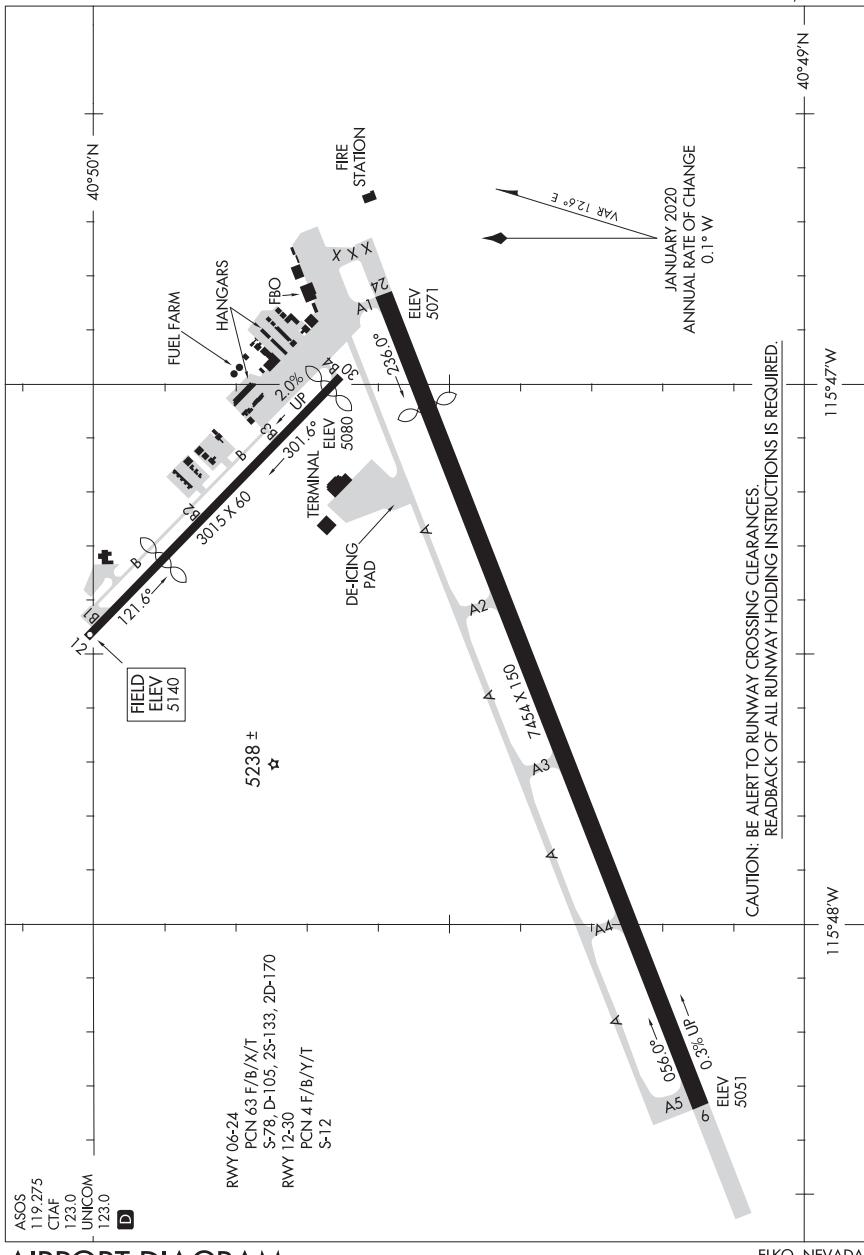
22083

EL MONTE, CALIFORNIA
SAN GABRIEL VALLEY (EMT)

20086

AIRPORT DIAGRAM

AL-129 (FAA)

ELKO RGNL (EKO)
ELKO, NEVADA

AIRPORT DIAGRAM

20086

ELKO, NEVADA
ELKO RGNL (EKO)

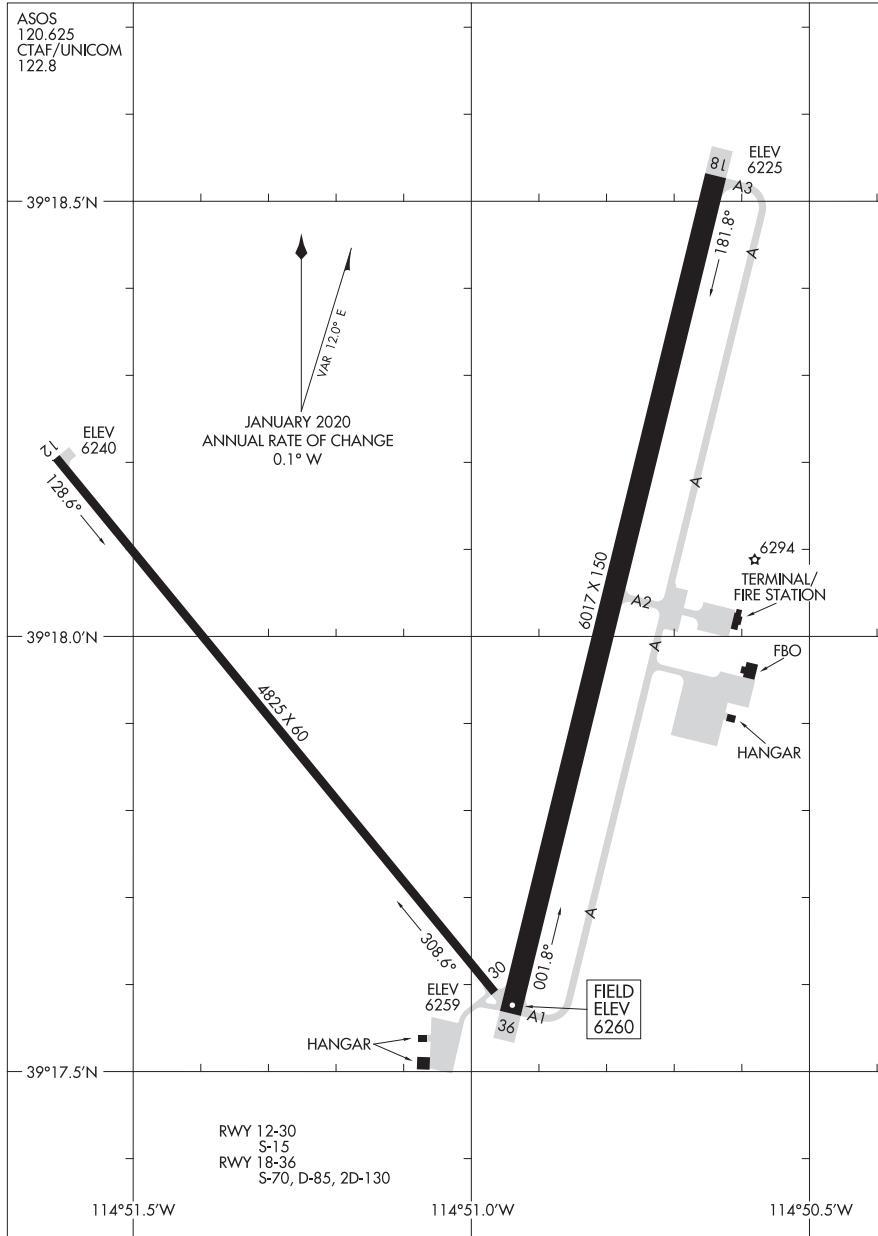
21168

AIRPORT DIAGRAM

AL-5163 (FAA)

ELY/YELLAND FLD (ELY)

ELY, NEVADA



AIRPORT DIAGRAM

21168

ELY, NEVADA

ELY/YELLAND FLD (ELY)

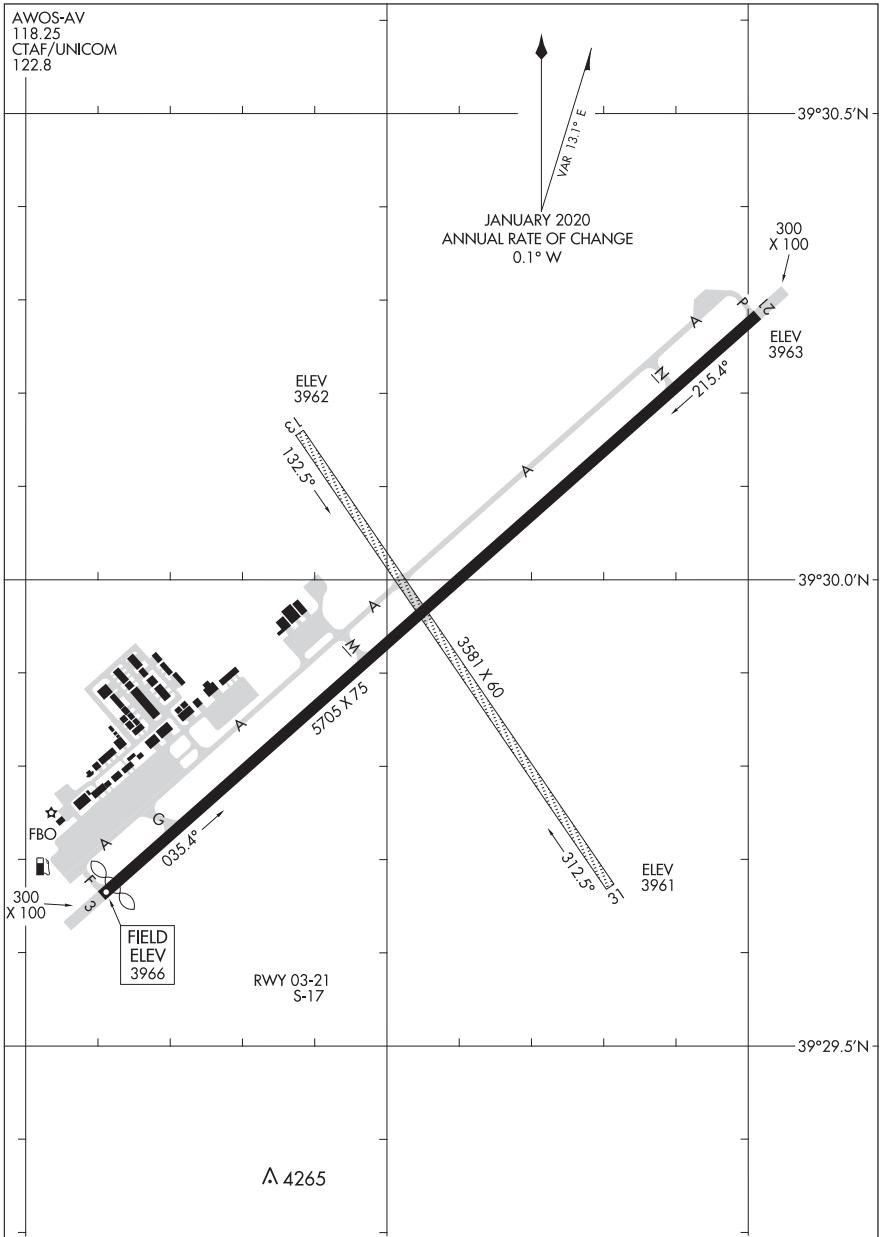
20086

AIRPORT DIAGRAM

AL-786 (FAA)

FALLON MUNI (FLX)

FALLON, NEVADA



AIRPORT DIAGRAM

20086

FALLON, NEVADA

FALLON MUNI (FLX)

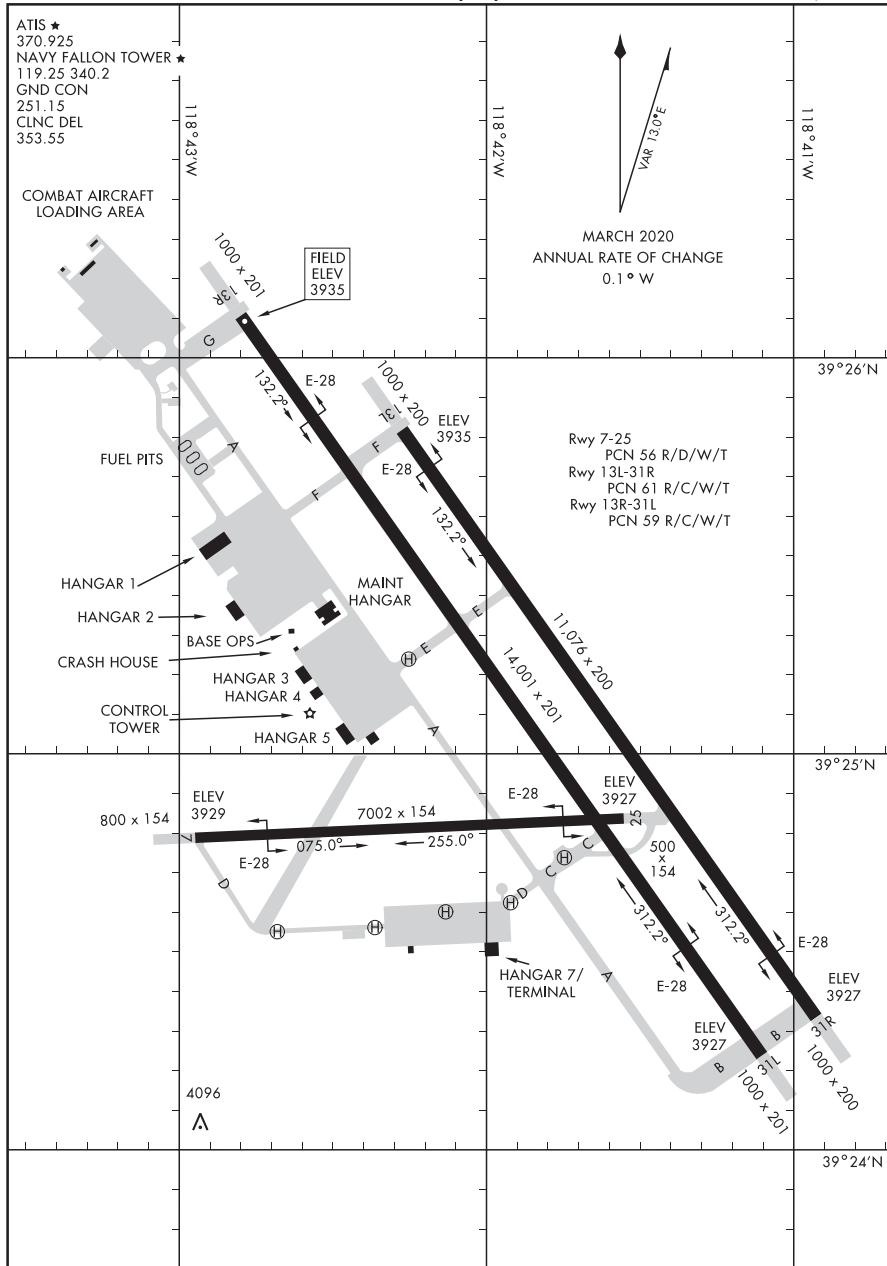
20086

AIRPORT DIAGRAM

AFD-143 [USN]

FALLON NAS (VAN VOORHIS FLD) (KNFL)

FALLON, NEVADA



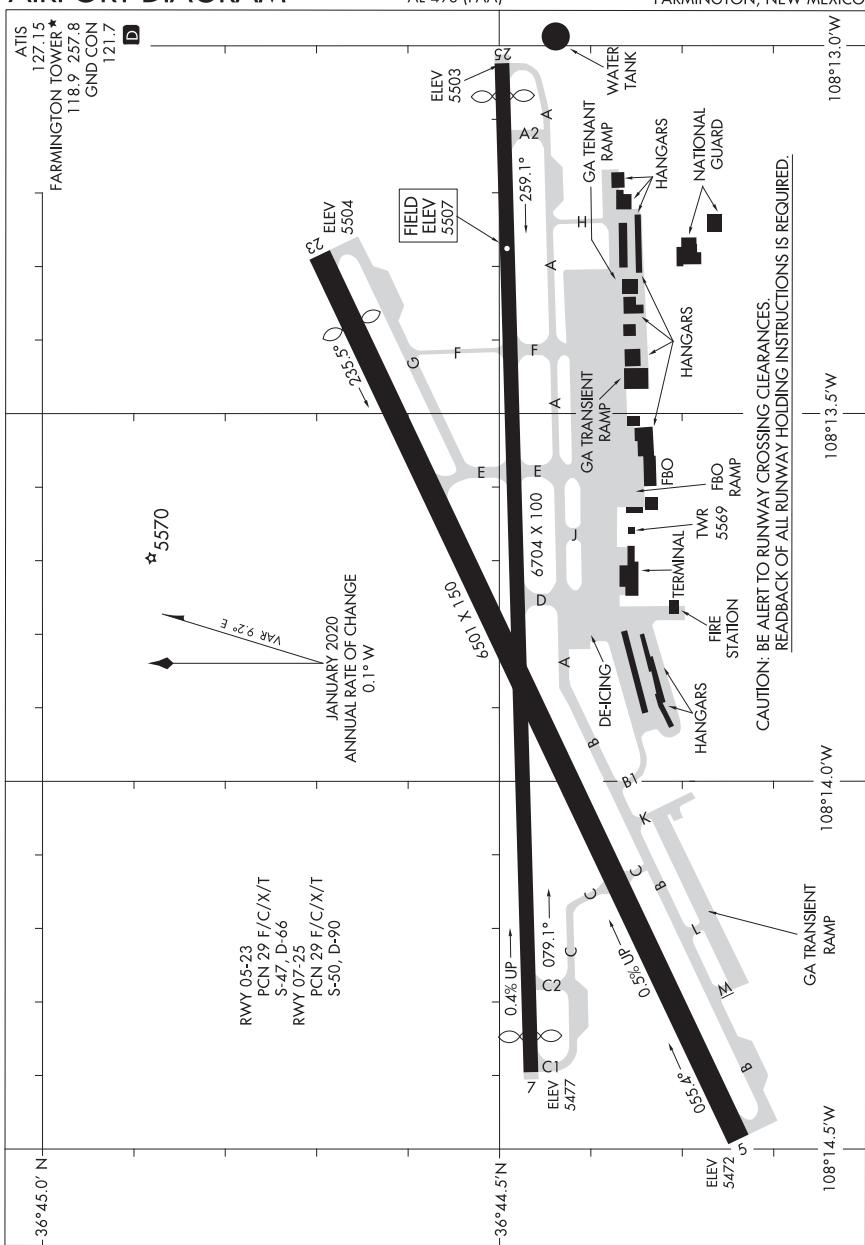
AIRPORT DIAGRAM

FALLON, NEVADA

FALLON NAS (VAN VOORHIS FLD) (KNFL)

22027

AIRPORT DIAGRAM



AIRPORT DIAGRAM

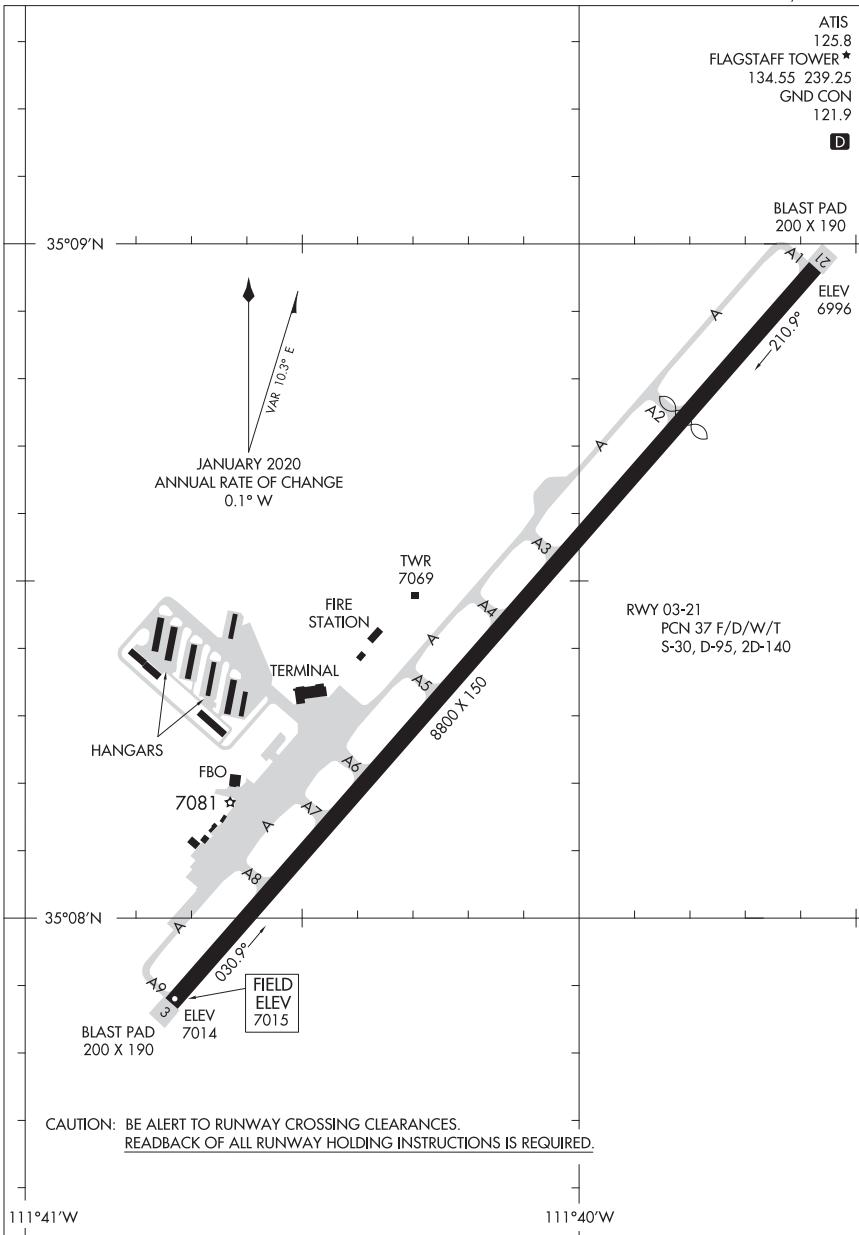
22027

FARMINGTON, NEW MEXICO
FOUR CORNERS RGNL (FMN)

20086

AIRPORT DIAGRAM

AL-5034 (FAA)

FLAGSTAFF PULLIAM (FLG)
FLAGSTAFF, ARIZONA

AIRPORT DIAGRAM

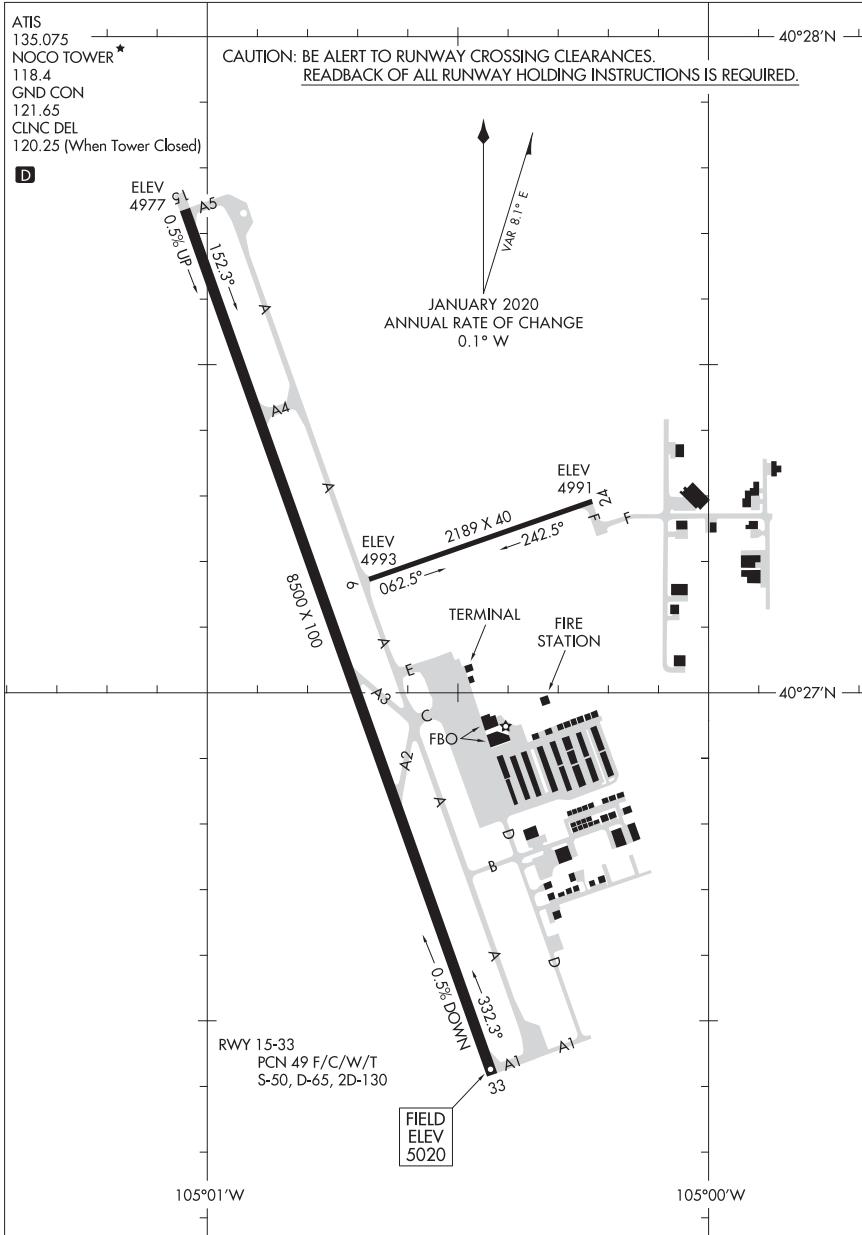
20086

FLAGSTAFF, ARIZONA
FLAGSTAFF PULLIAM (FLG)

22251

AIRPORT DIAGRAM

AL-5677 (FAA)

NORTHERN COLORADO RGNL (FNL)
FORT COLLINS/LOVELAND, COLORADO

AIRPORT DIAGRAM

22251

FORT COLLINS/LOVELAND, COLORADO
NORTHERN COLORADO RGNL (FNL)

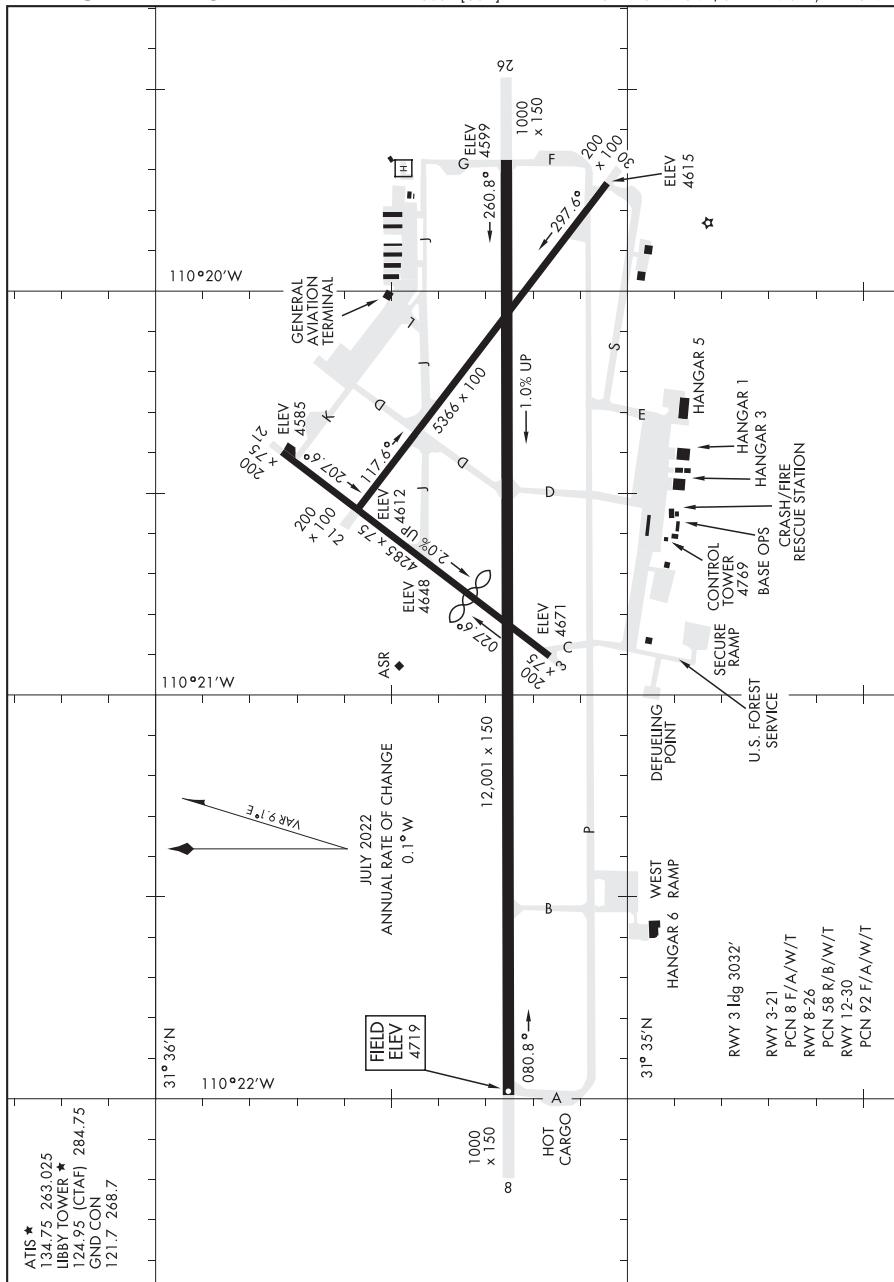
22195

AIRPORT DIAGRAM

AL-5081 [USA]

SIERRA VISTA MUNI-LIBBY AAF (KFHU)

FORT HUACHUCA/SIERRA VISTA, ARIZONA



AIRPORT DIAGRAM

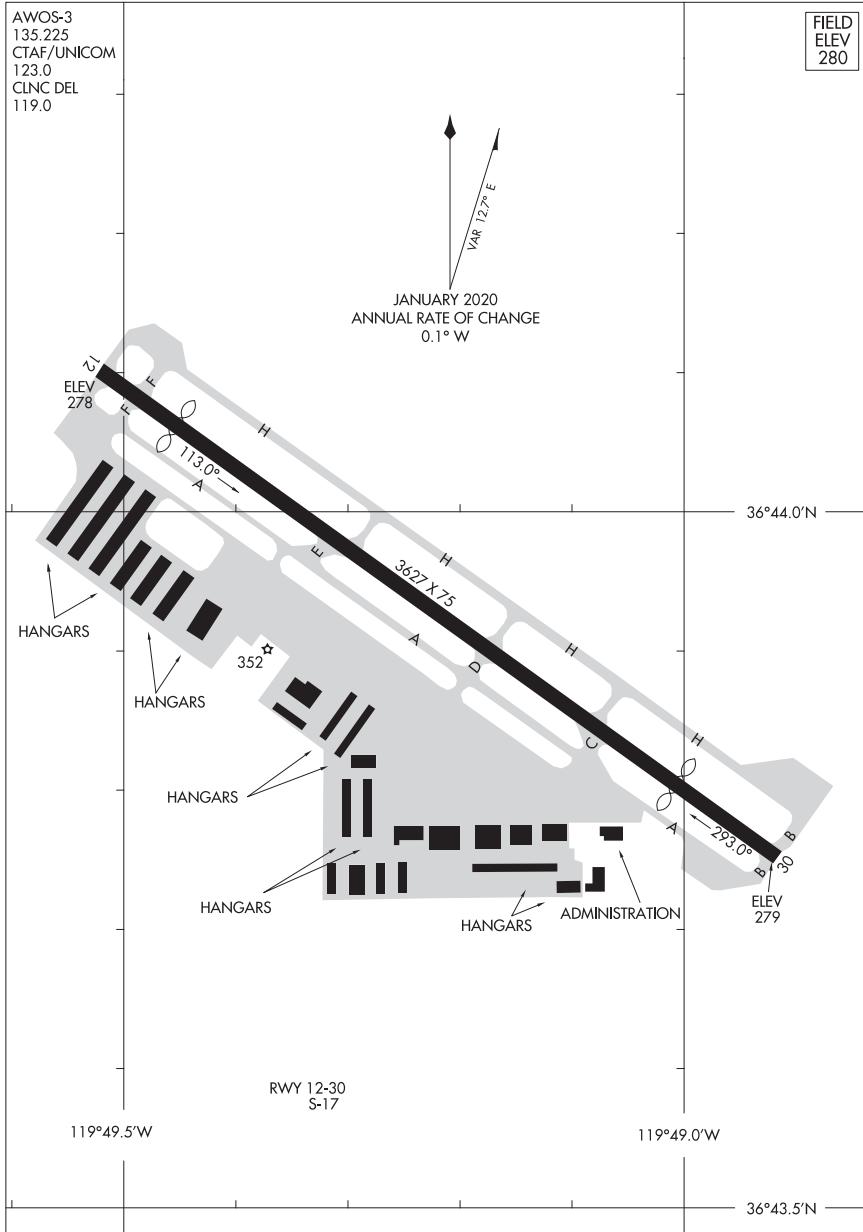
FORT HUACHUCA/SIERRA VISTA, ARIZONA

SIERRA VISTA MUNI-LIBBY AAF (KFHU)

22083

AIRPORT DIAGRAM

AL-161 (FAA)

FRESNO CHANDLER EXEC (FCH)
FRESNO, CALIFORNIA

AIRPORT DIAGRAM

22083

FRESNO, CALIFORNIA
FRESNO CHANDLER EXEC (FCH)

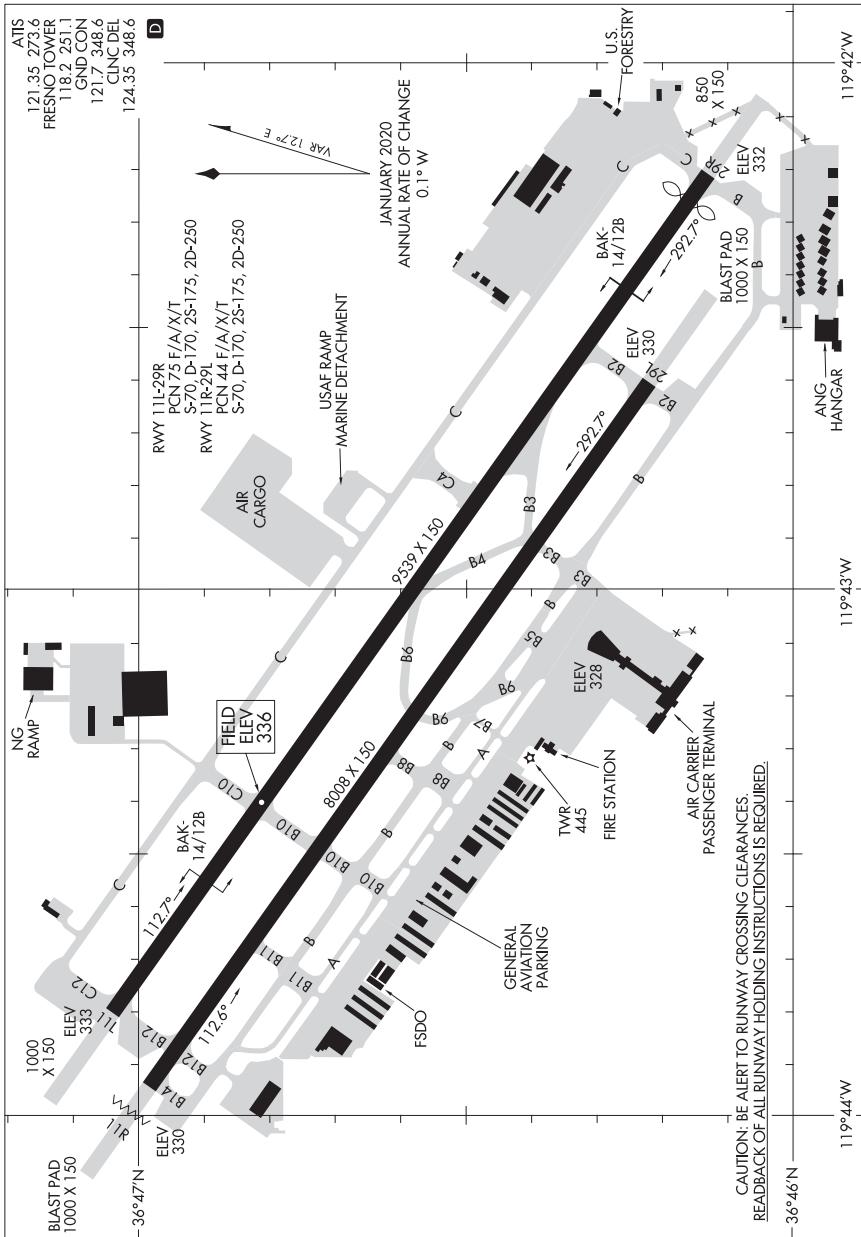
22083

AIRPORT DIAGRAM

AI-162 (FAA)

FRESNO YOSEMITE INTL (FAT)

FRESNO, CALIFORNIA



AIRPORT DIAGRAM

22083

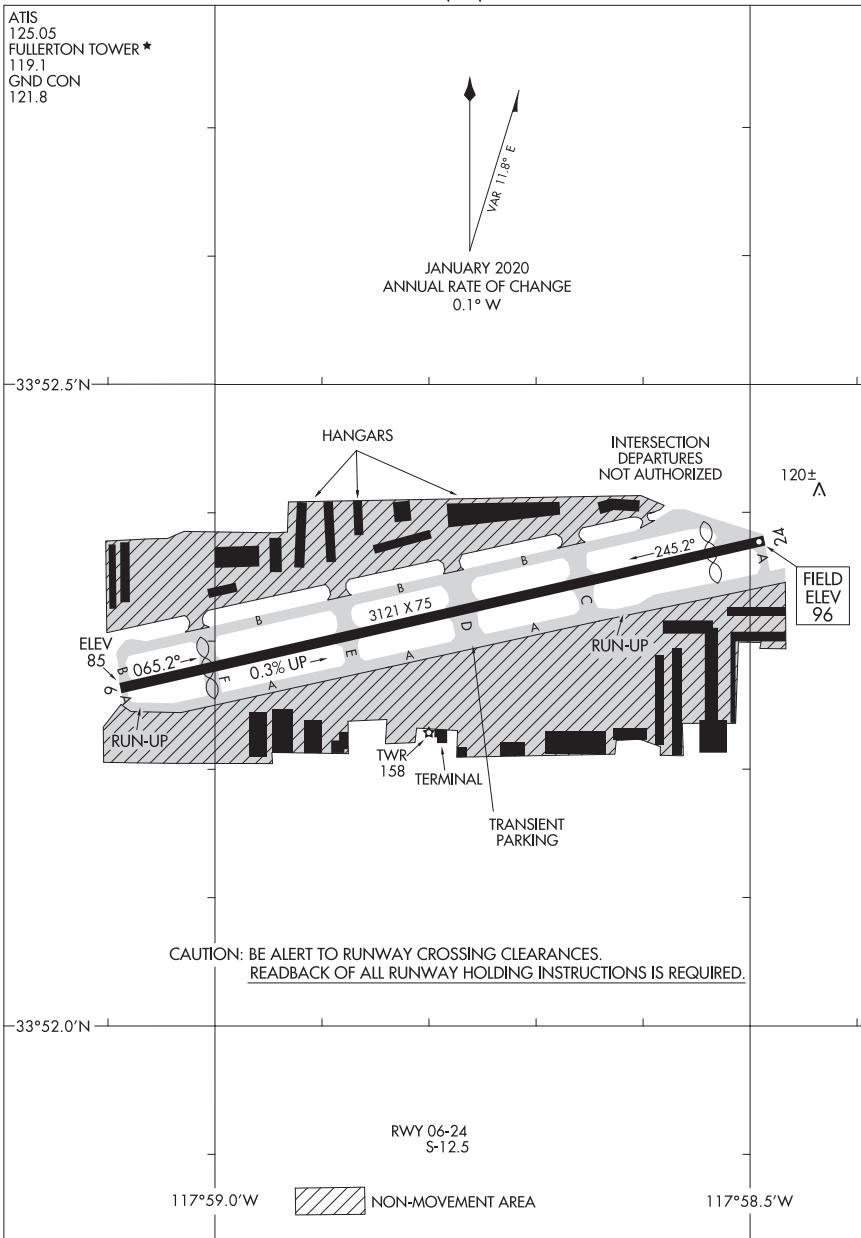
FRESNO, CALIFORNIA

FRESNO YOSEMITE INTL (FAT)

20086

AIRPORT DIAGRAM

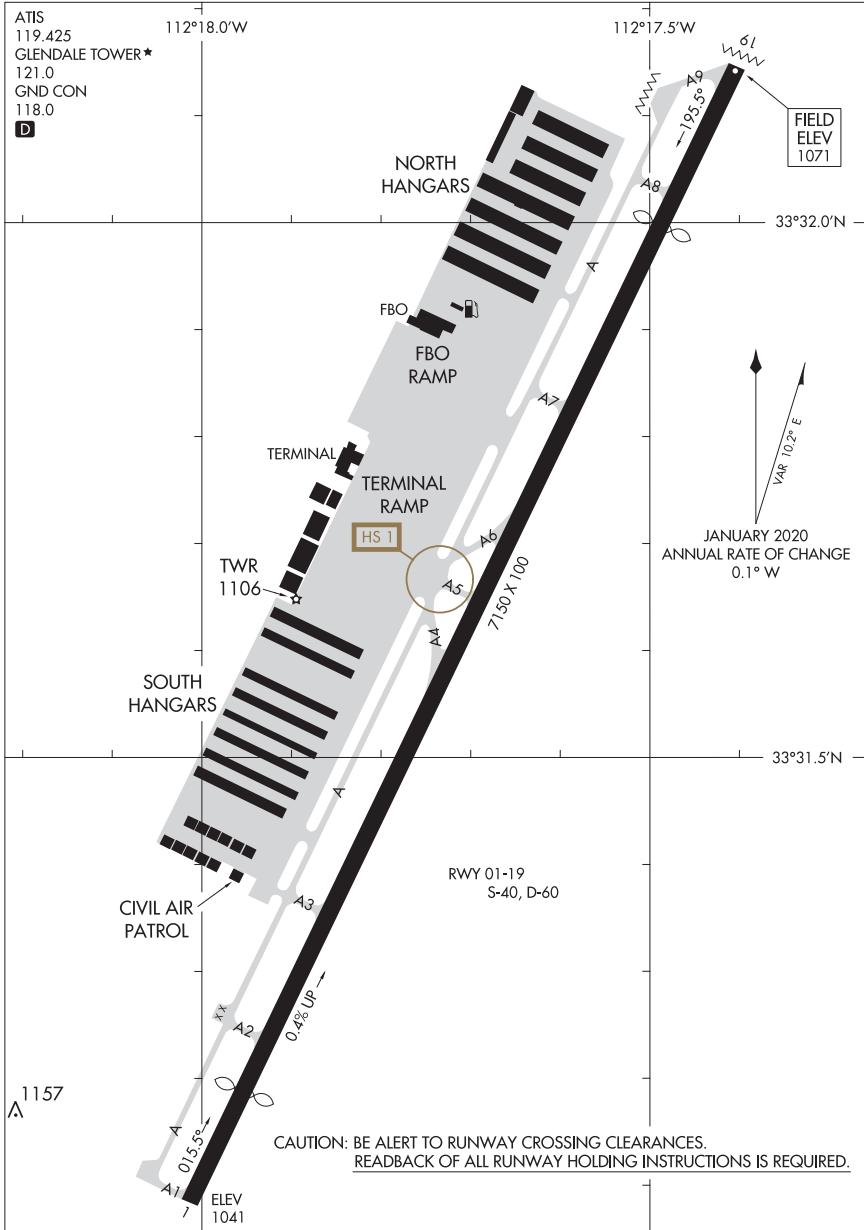
AI-5136 (FAA)

FULLERTON MUNI (FUL)
FULLERTON, CALIFORNIA

22139

AIRPORT DIAGRAM

AI-6915 (FAA)

GLENDALE MUNI (GEU)
GLENDALE, ARIZONA

AIRPORT DIAGRAM

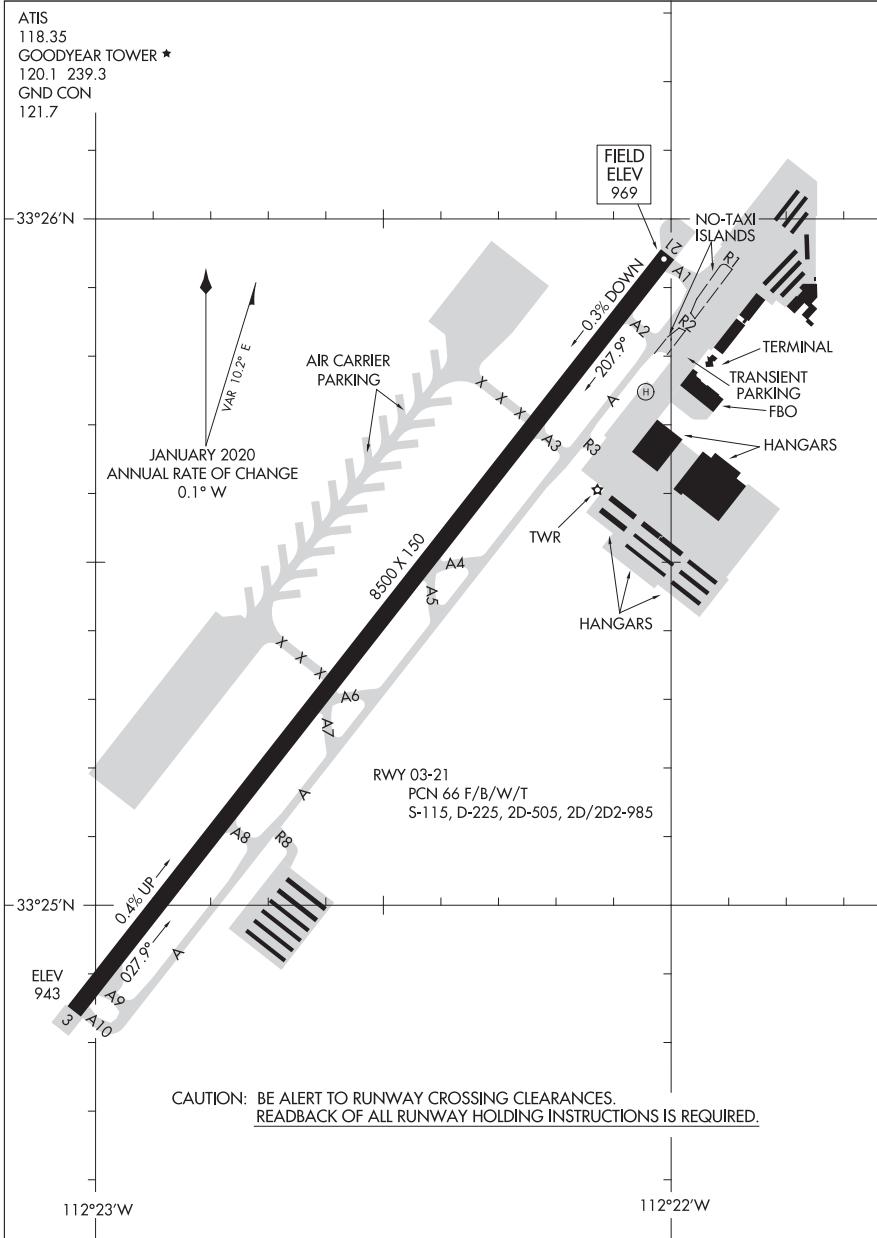
22139

GLENDALE, ARIZONA
GLENDALE MUNI (GEU)

22251

AIRPORT DIAGRAM

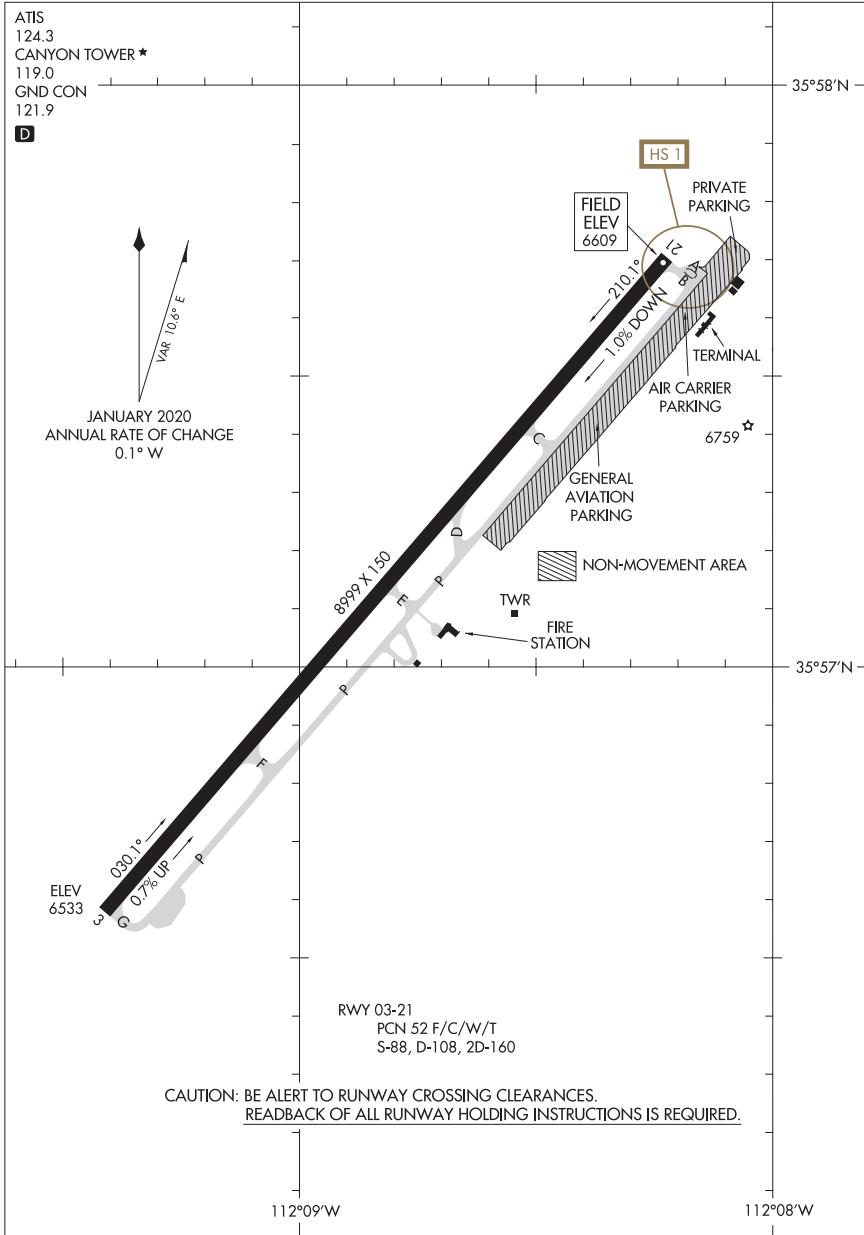
AL-6648 (FAA)

PHOENIX GOODYEAR (GYR)
GOODYEAR, ARIZONA

22083

AIRPORT DIAGRAM

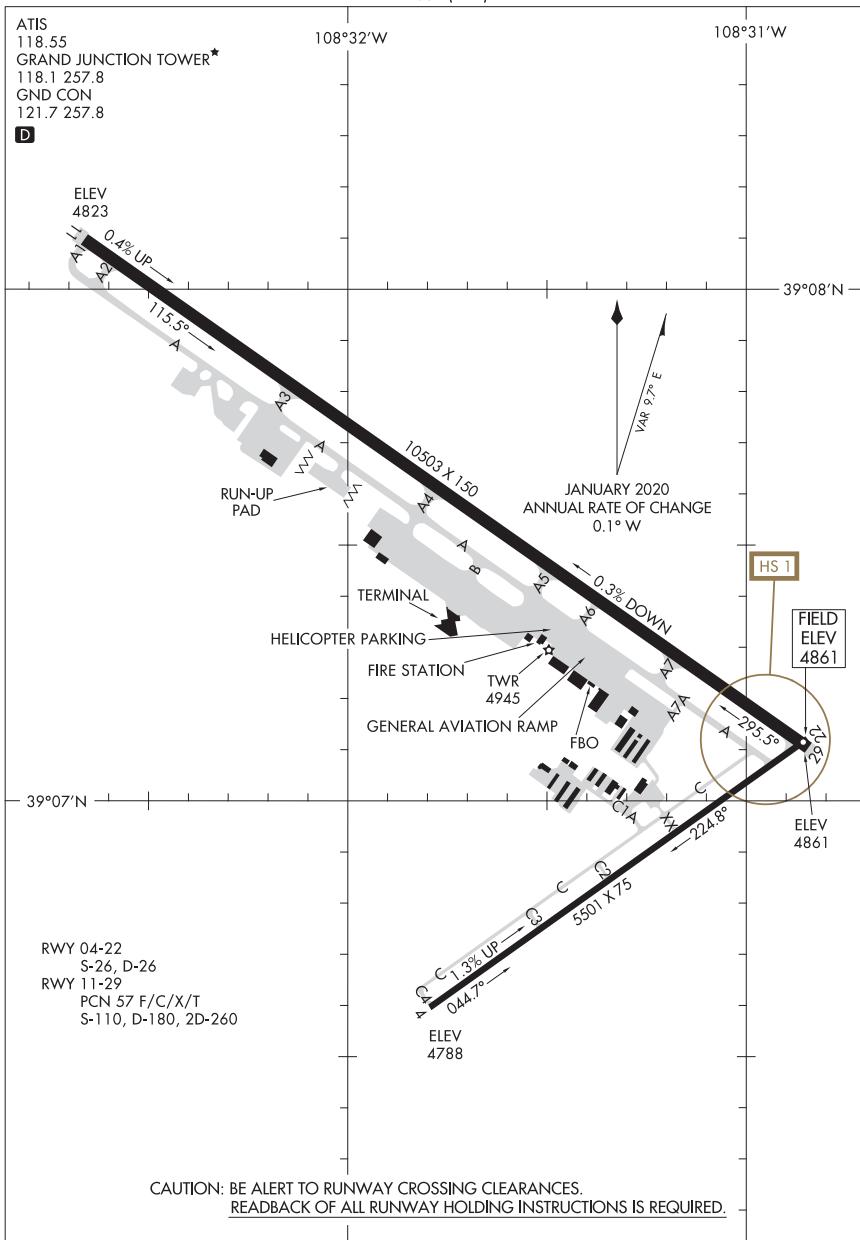
AI-5381 (FAA)

GRAND CANYON NTL PARK (GCN)
GRAND CANYON, ARIZONA

22251

AIRPORT DIAGRAM

AL-634 (FAA)

GRAND JUNCTION RGNL (GJT)
GRAND JUNCTION, COLORADO

AIRPORT DIAGRAM

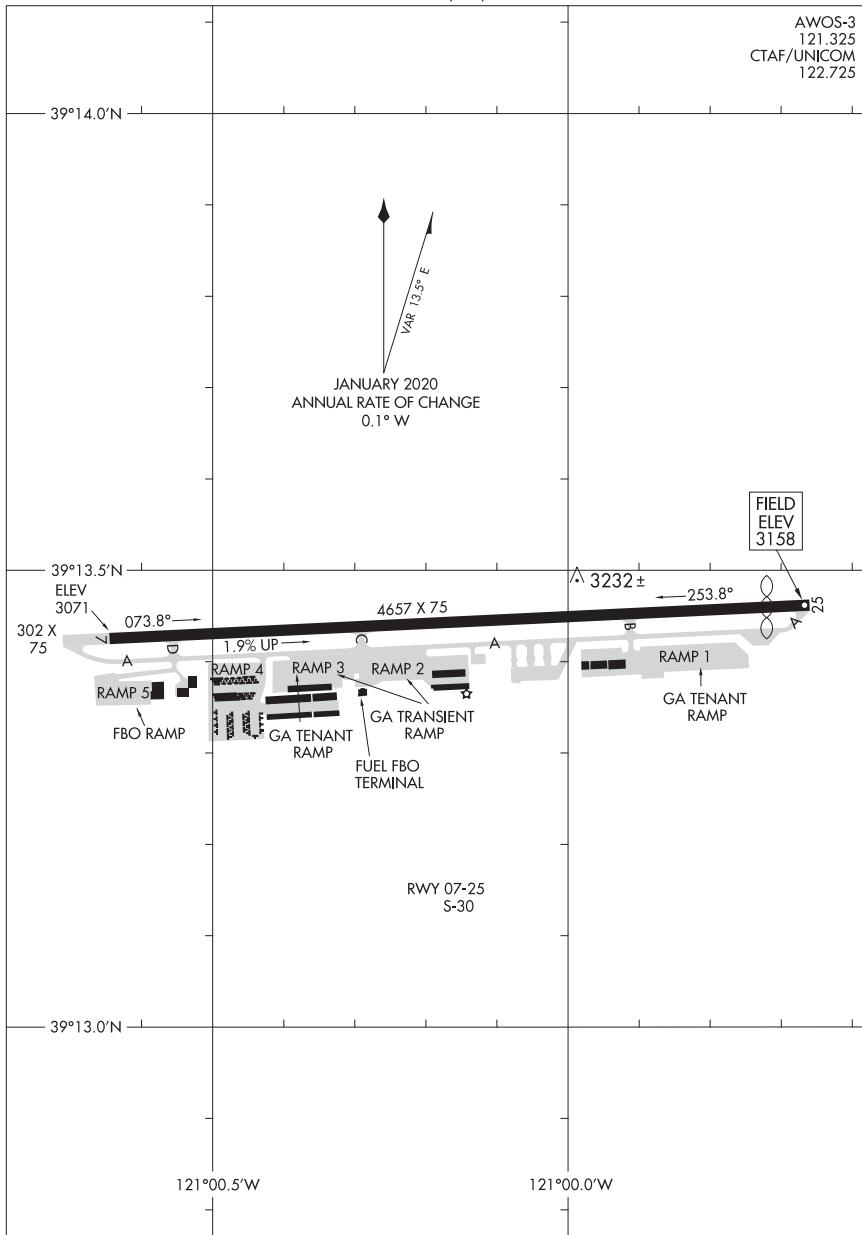
22251

GRAND JUNCTION, COLORADO
GRAND JUNCTION RGNL (GJT)

20310

AIRPORT DIAGRAM

AL-6659 (FAA)

NEVADA COUNTY (GOO)
GRASS VALLEY, CALIFORNIAAWOS-3
121.325
CTAF/UNICOM
122.725

AIRPORT DIAGRAM

20310

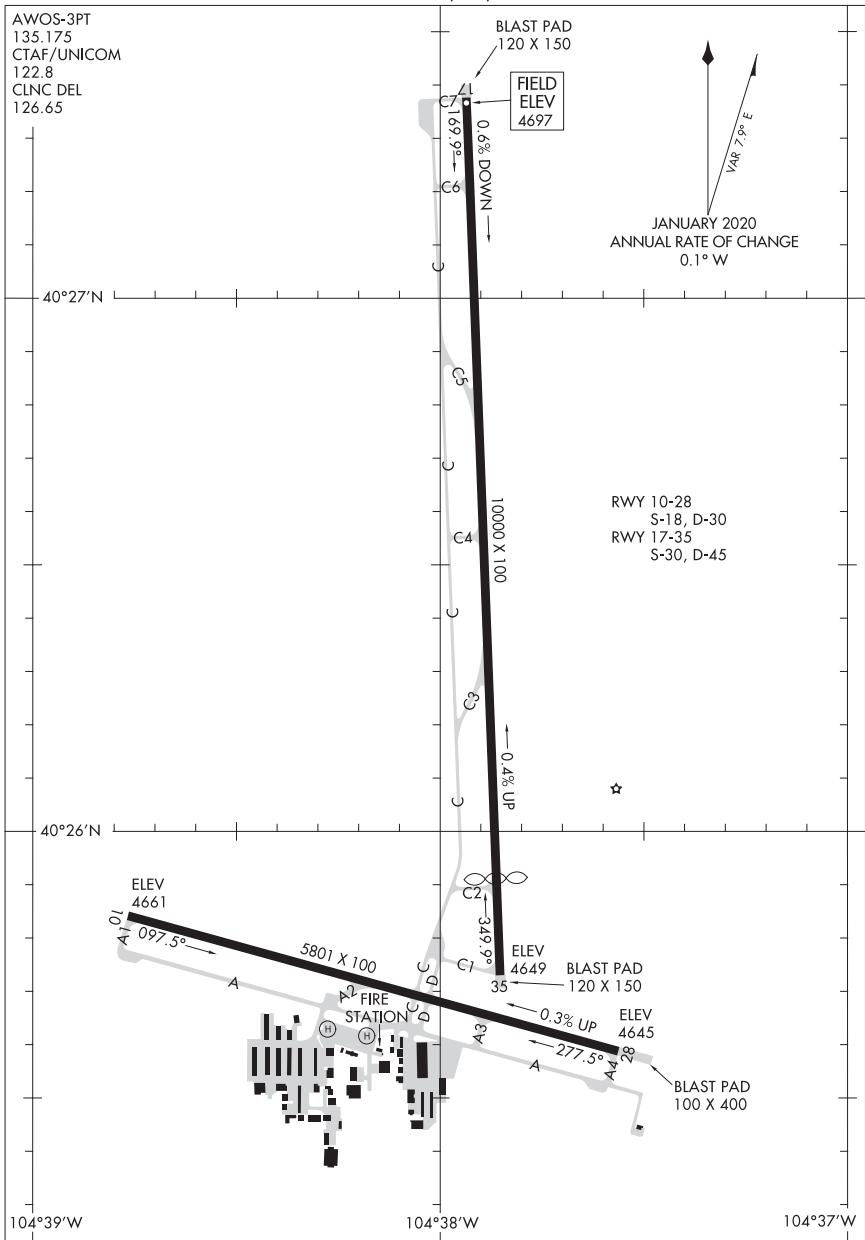
GRASS VALLEY, CALIFORNIA
NEVADA COUNTY (GOO)

20086

AIRPORT DIAGRAM

AWOS-3PT
135.175
CTAF/UNICOM
122.8
CLNC DEL
126.65

AI-325 (FAA)

GREELEY-WELD COUNTY (GXY)
GREELEY, COLORADO

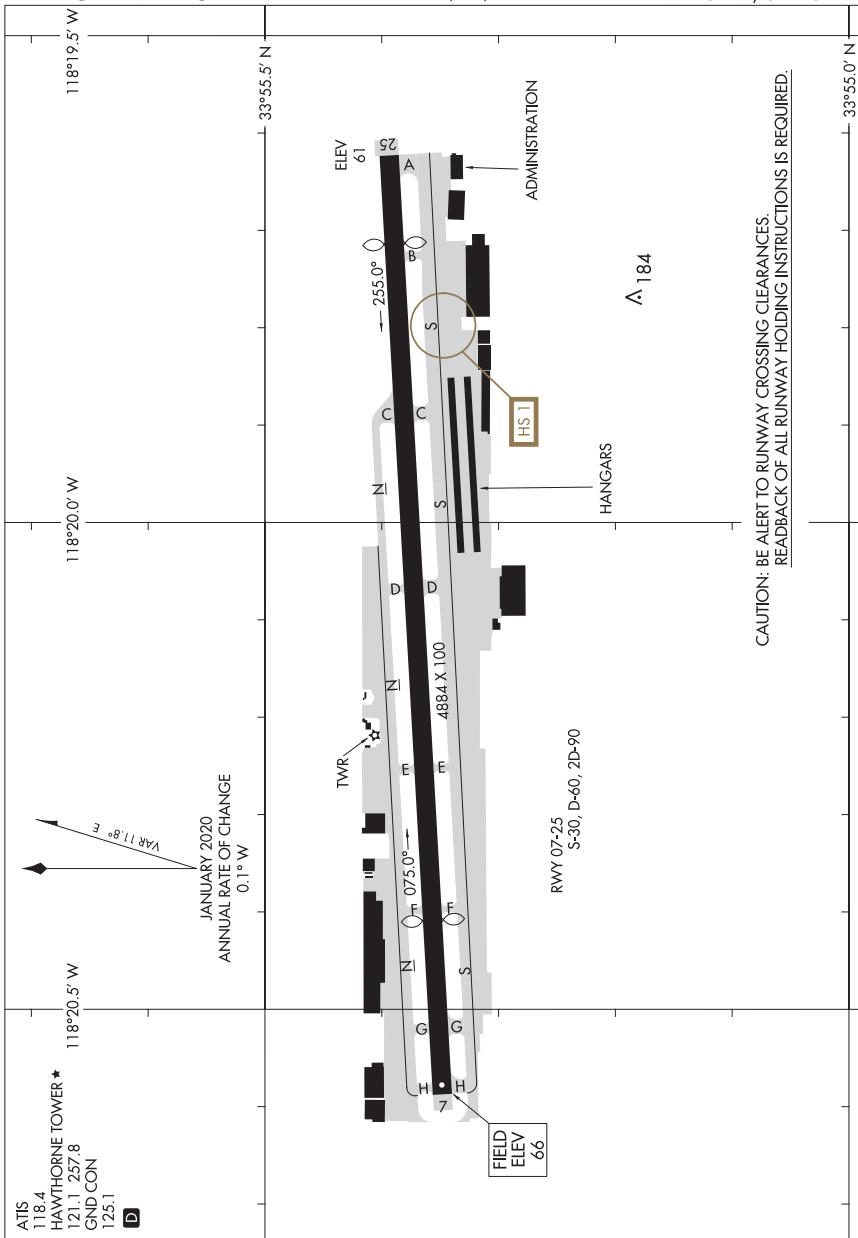
AIRPORT DIAGRAM

20086

GREELEY, COLORADO
GREELEY-WELD COUNTY (GXY)

21336

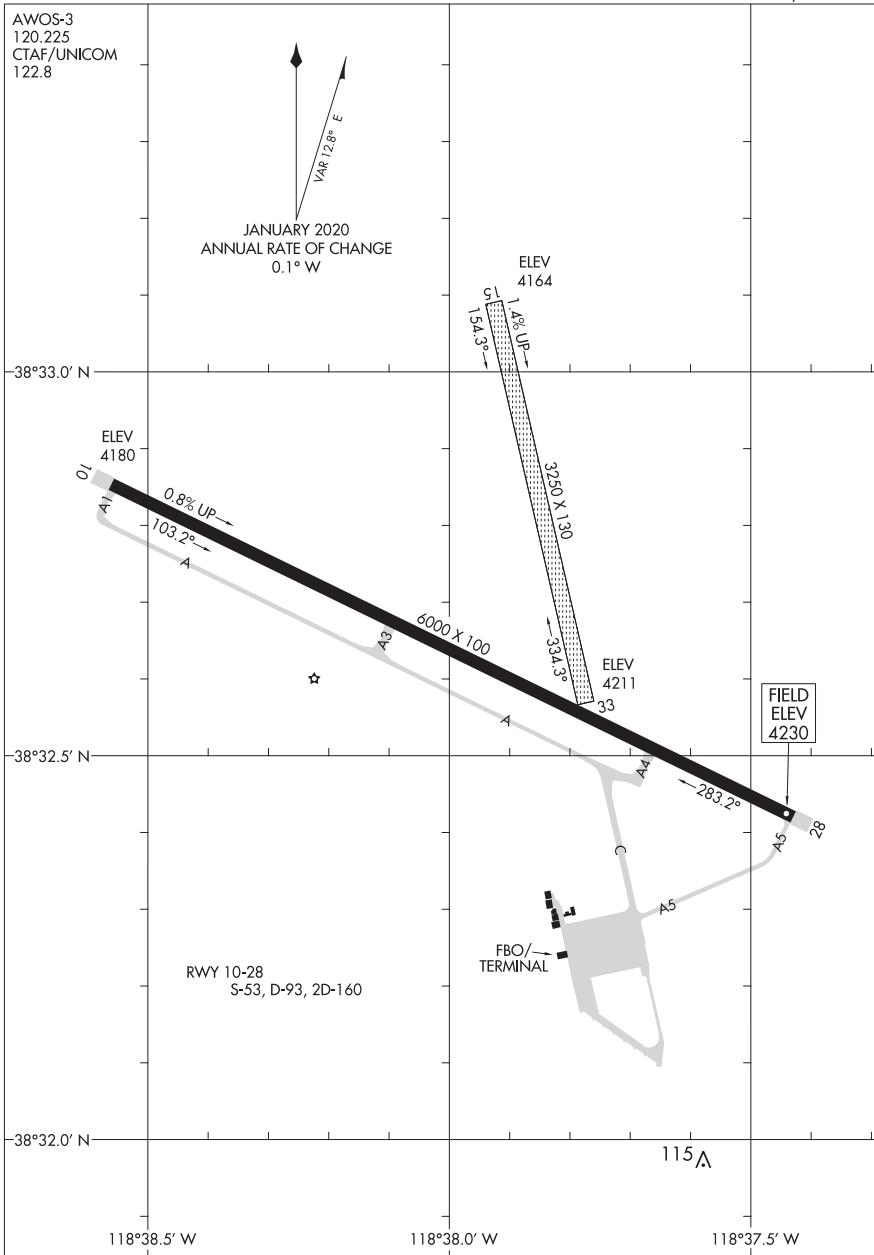
AIRPORT DIAGRAM

JACK NORTHROP FLD/HAWTHORNE MUNI (HHR)
AL-5120 (FAA)
HAWTHORNE, CALIFORNIAAIRPORT DIAGRAM
21336HAWTHORNE, CALIFORNIA
JACK NORTHROP FLD/HAWTHORNE MUNI (HHR)

22195

AIRPORT DIAGRAM

AL-9919 (FAA)

HAWTHORNE INDUSTRIAL (HTH)
HAWTHORNE, NEVADA

AIRPORT DIAGRAM

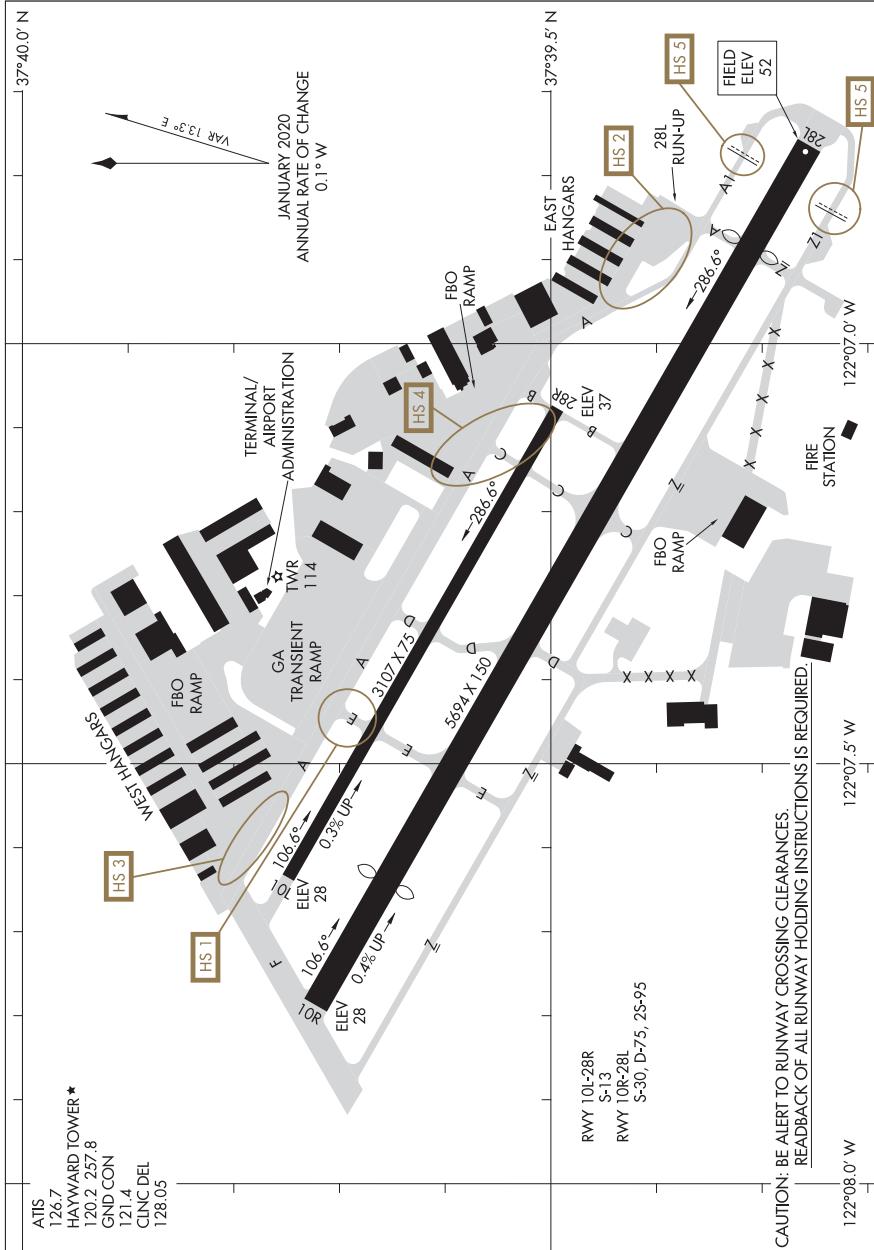
22195

HAWTHORNE, NEVADA
HAWTHORNE INDUSTRIAL (HTH)

22195

AIRPORT DIAGRAM

AL-5015 (FAA)

HAYWARD EXEC(HWD)
HAYWARD, CALIFORNIA

17117

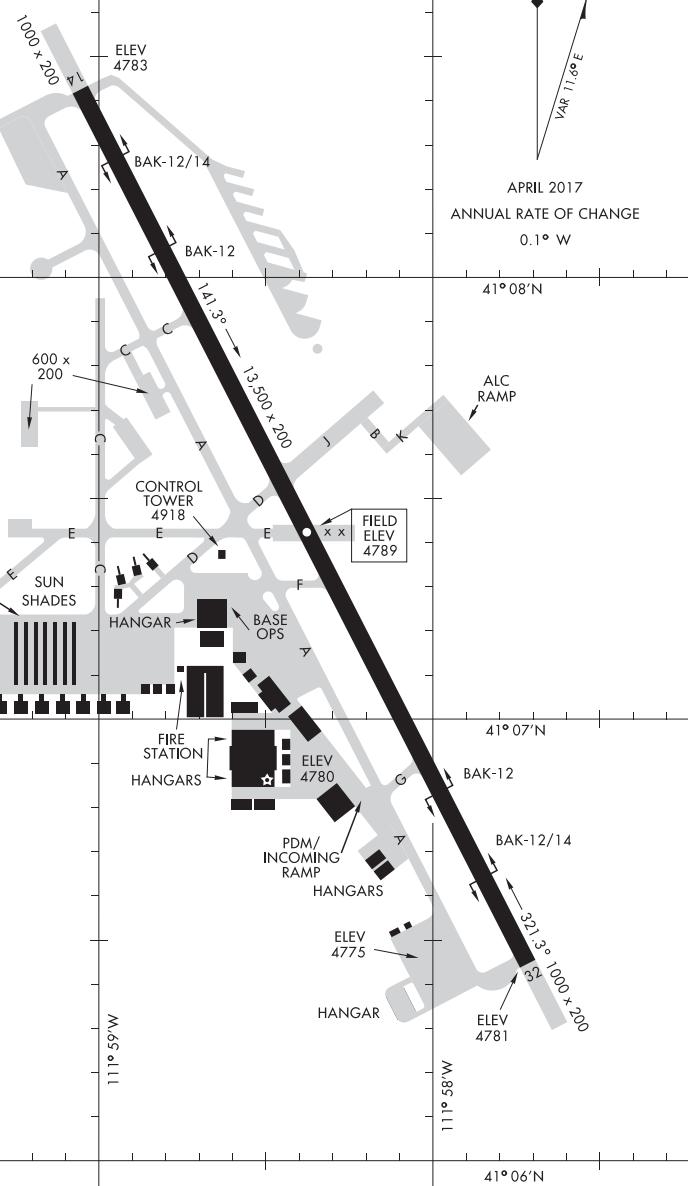
AIRPORT DIAGRAM

AFD-296 [USAF]

HILL AFB (KHIF)

OGDEN, UTAH

ATIS 134.925 397.9
 HILL TOWER
 127.15 263.15
 GND CON
 121.6 275.8
 CLNC DEL
 124.1 335.8

**AIRPORT DIAGRAM**

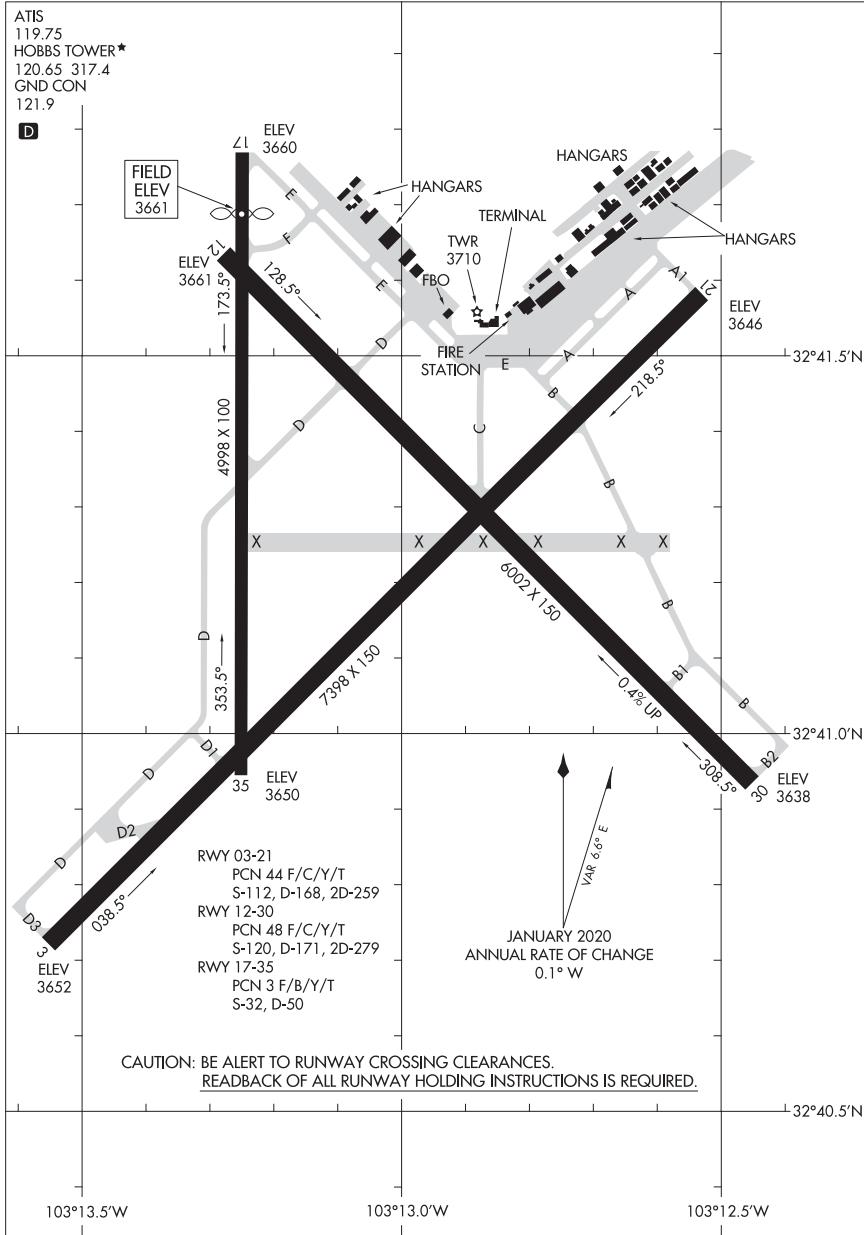
OGDEN, UTAH

HILL AFB (KHIF)

20086

AIRPORT DIAGRAM

AL-851 (FAA)

LEA COUNTY RGNL (HOB)
HOBBS, NEW MEXICO

AIRPORT DIAGRAM

20086

HOBBS, NEW MEXICO
LEA COUNTY RGNL (HOB)

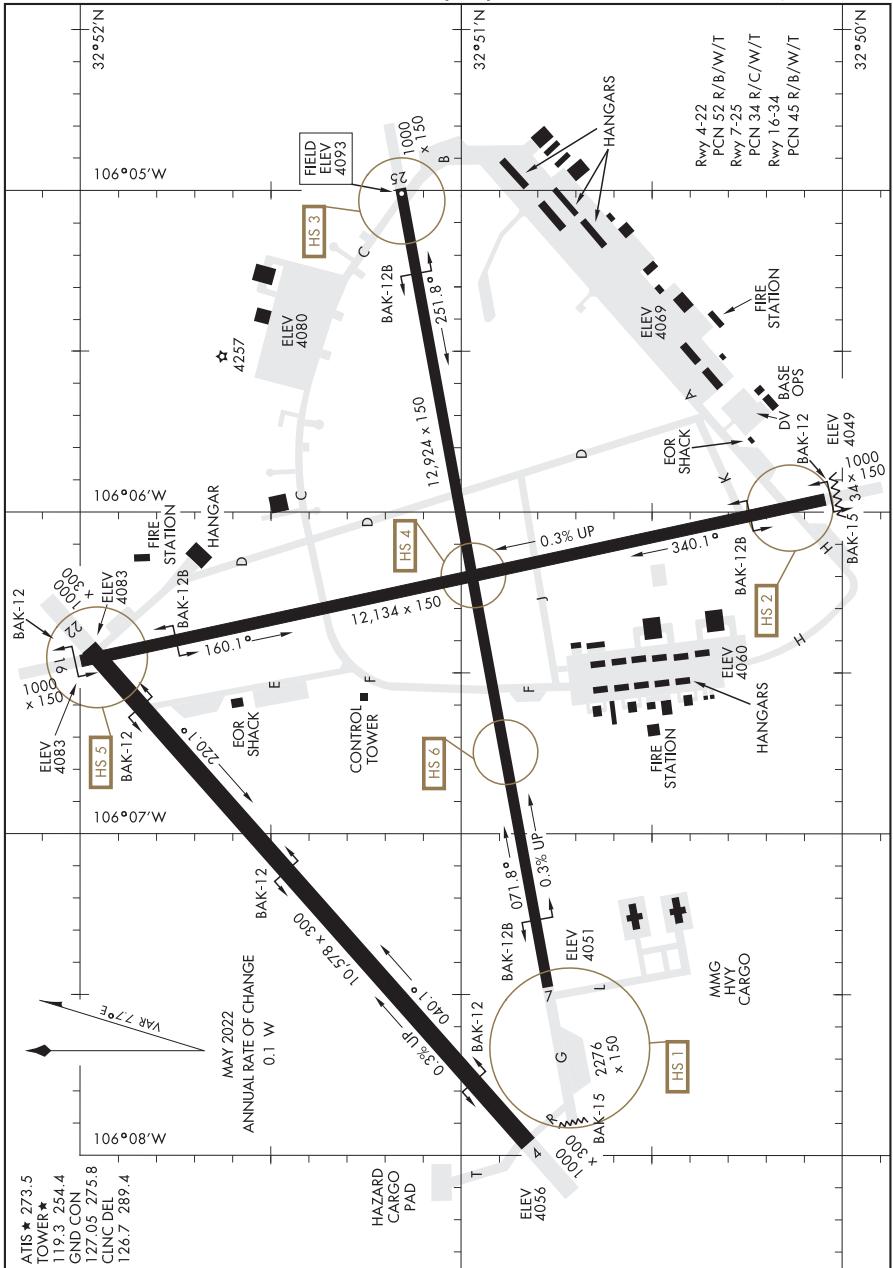
22139

AIRPORT DIAGRAM

AL-7 [USAF]

HOLLOMAN AFB (KHMN)

ALAMOGORDO, NEW MEXICO



AIRPORT DIAGRAM

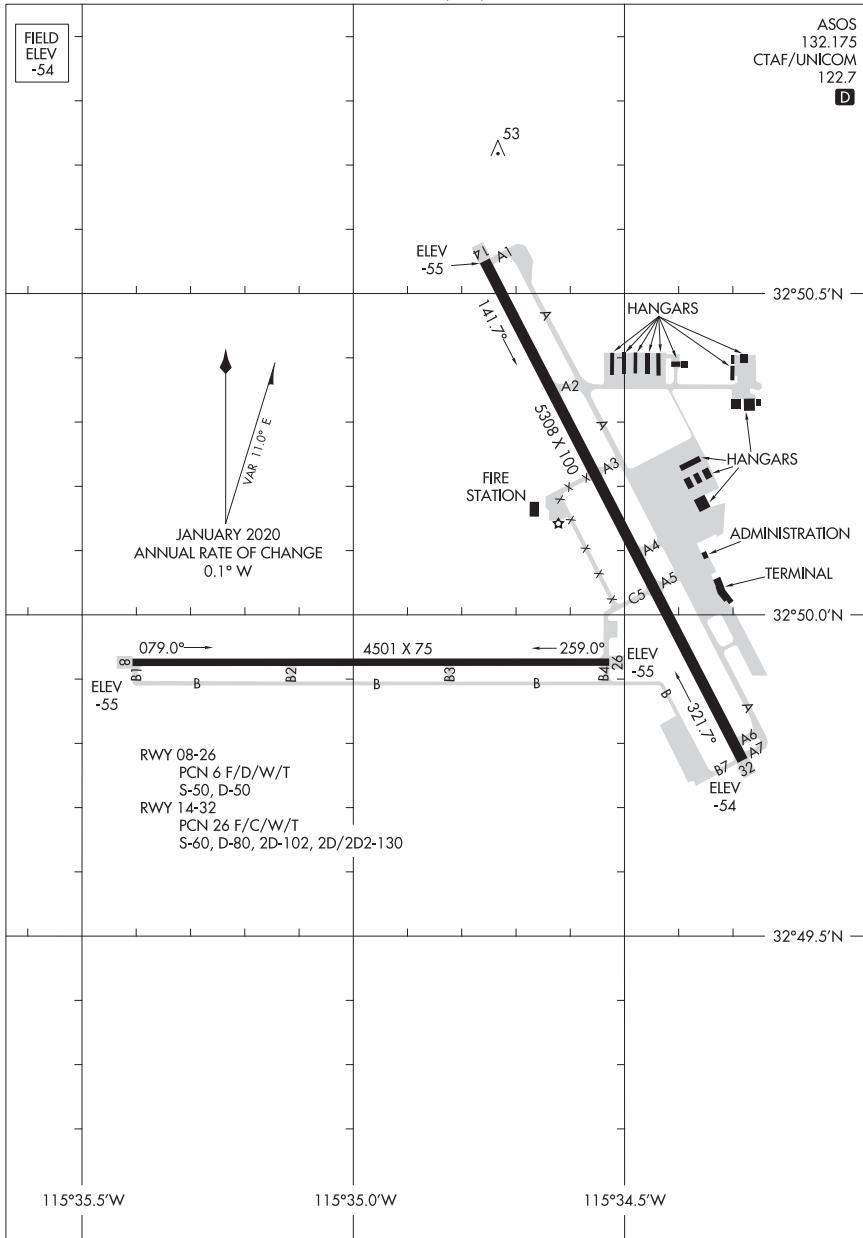
ALAMOGORDO, NEW MEXICO

HOLLOMAN AFB (KHMN)

20086

AIRPORT DIAGRAM

AL-790 (FAA)

IMPERIAL COUNTY (IPL)
IMPERIAL, CALIFORNIAAIRPORT DIAGRAM
20086IMPERIAL, CALIFORNIA
IMPERIAL COUNTY (IPL)

22251

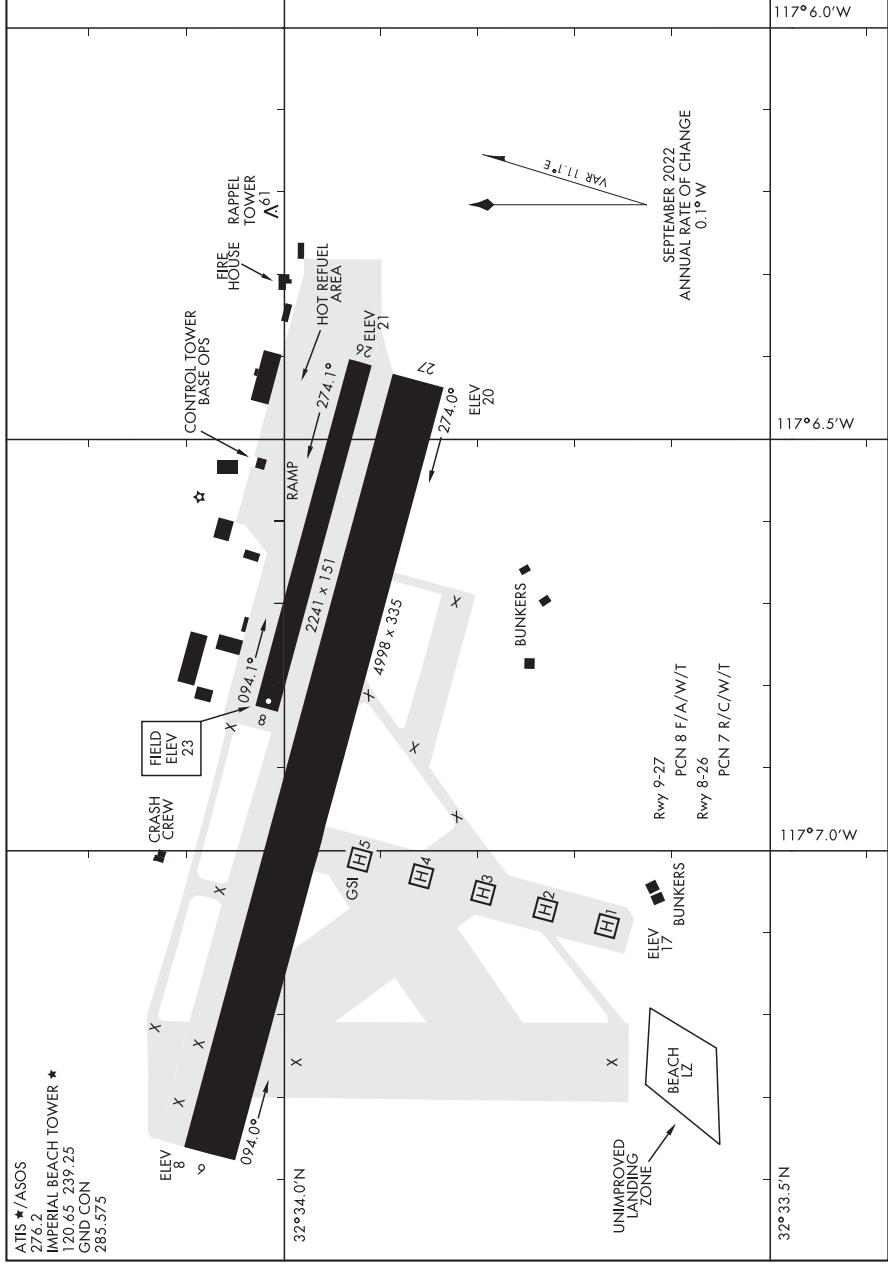
AIRPORT DIAGRAM

IMPERIAL BEACH NOFL (REAM FIELD) (KNRS)

AL-307 [USN]

IMPERIAL BEACH, CALIFORNIA

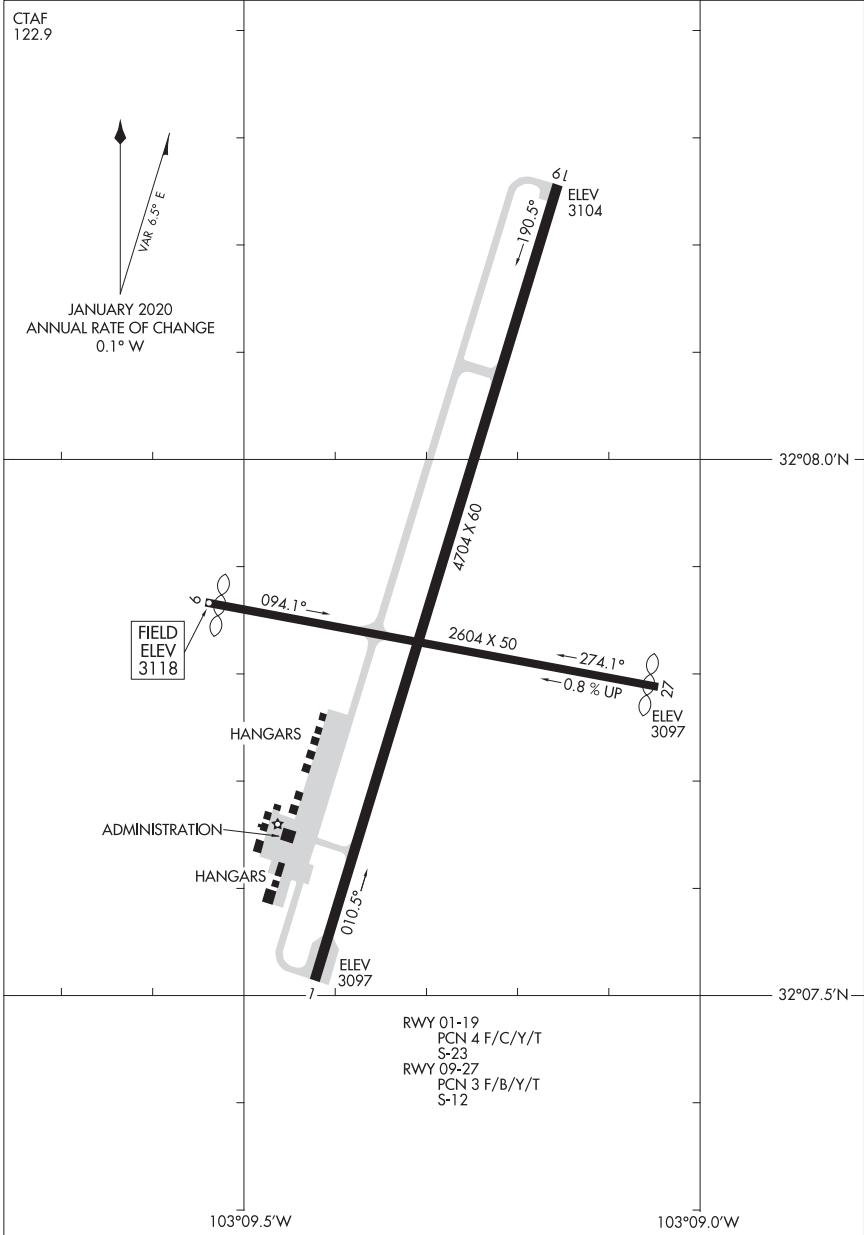
117° 6.0'W



20207

AIRPORT DIAGRAM

AI-9408 (FAA)

LEA COUNTY/JAL (E26)
JAL, NEW MEXICO

AIRPORT DIAGRAM

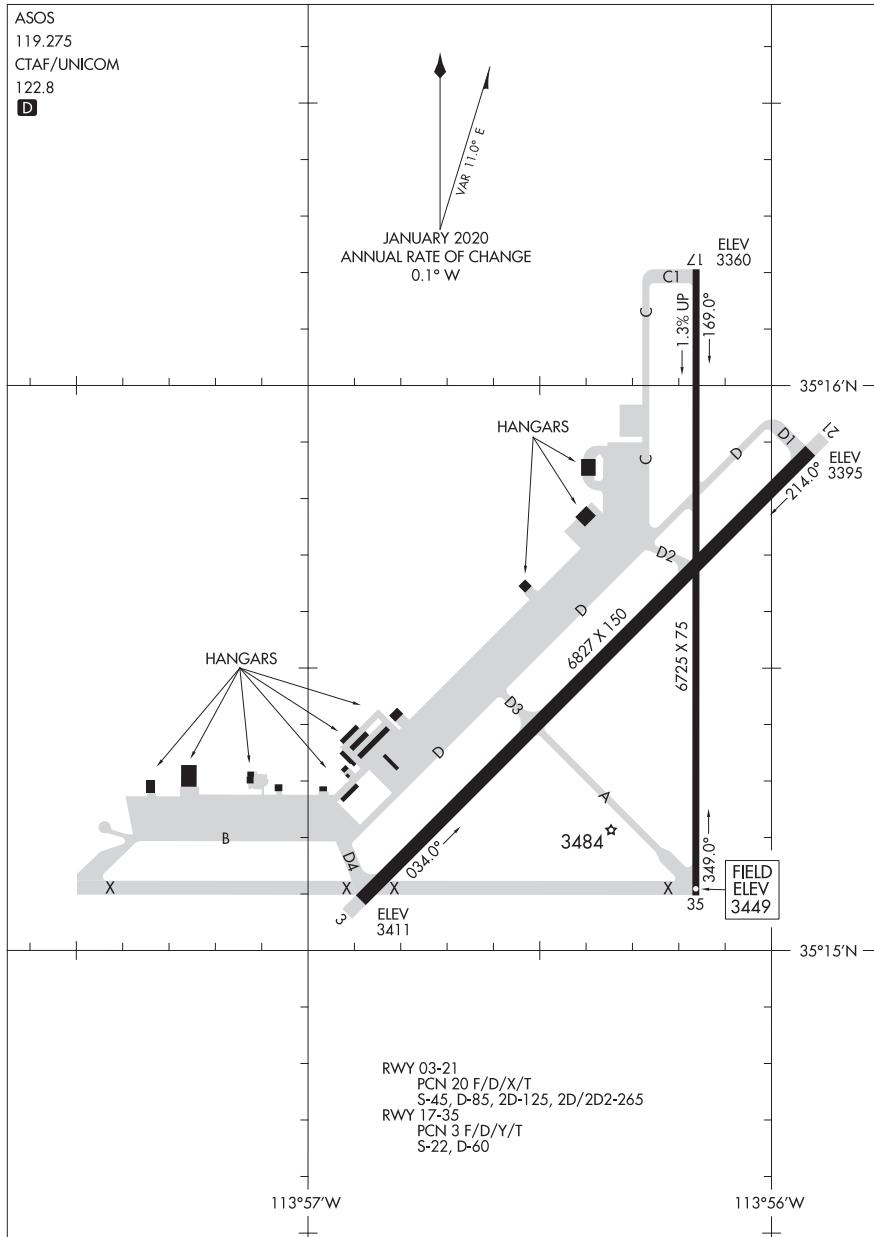
22027

JAL, NEW MEXICO
LEA COUNTY/JAL (E26)

20086

AIRPORT DIAGRAM

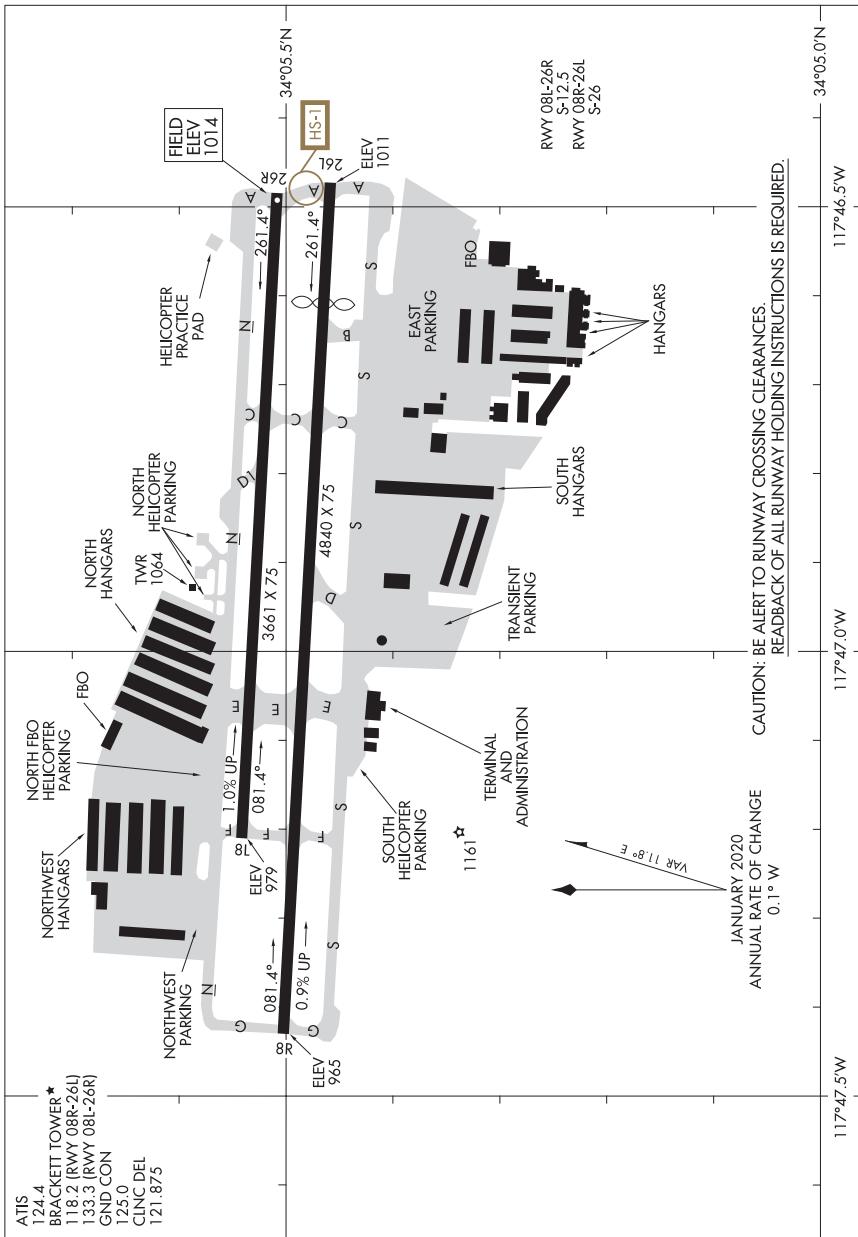
AL-215 (FAA)

KINGMAN (IGM)
KINGMAN, ARIZONA

21112

AIRPORT DIAGRAM

AI-5218 (FAA)

BRACKETT FLD (POC)
LA VERNE, CALIFORNIA

AIRPORT DIAGRAM

21112

LA VERNE, CALIFORNIA
BRACKETT FLD (POC)

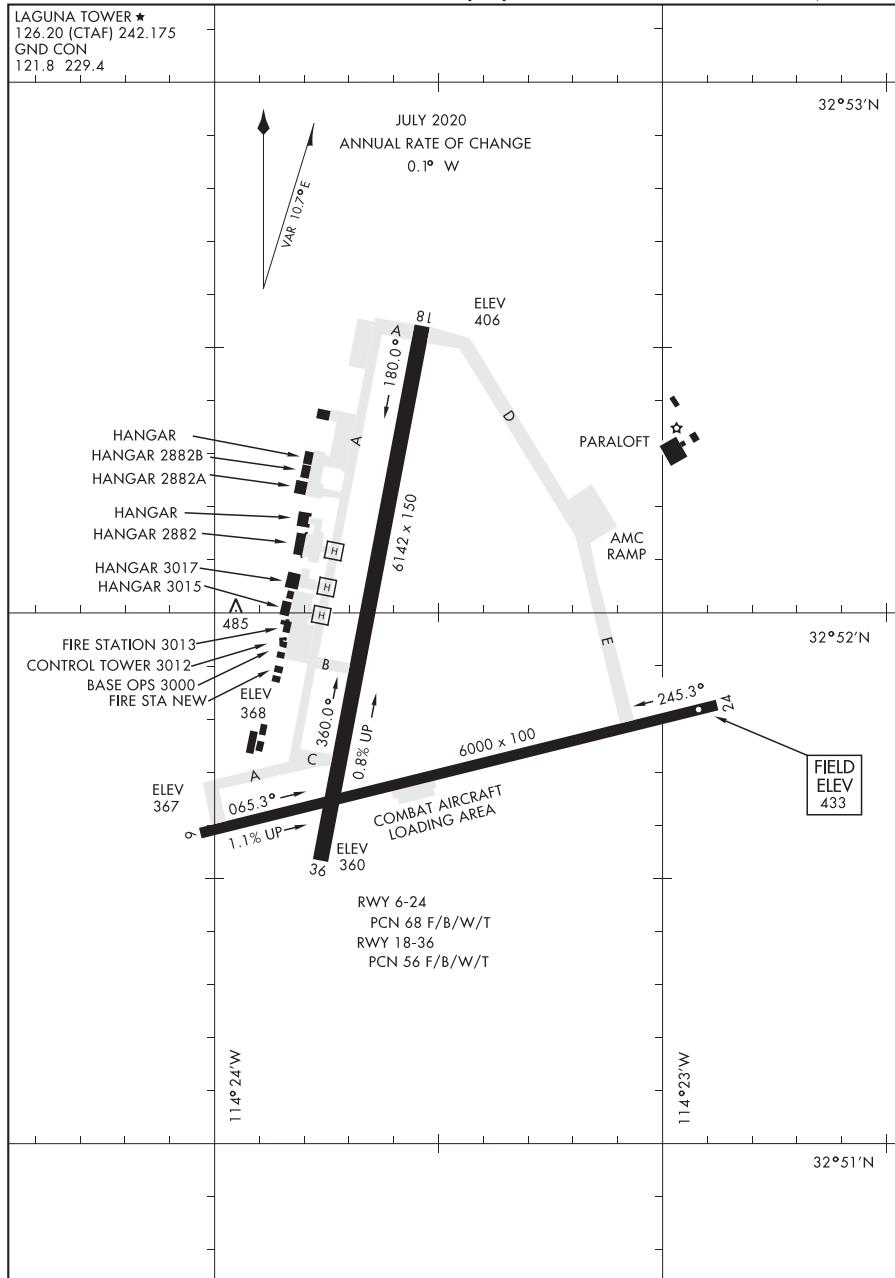
20198

AIRPORT DIAGRAM

AFD-6341 [USA]

LAGUNA AAF (KLGF)

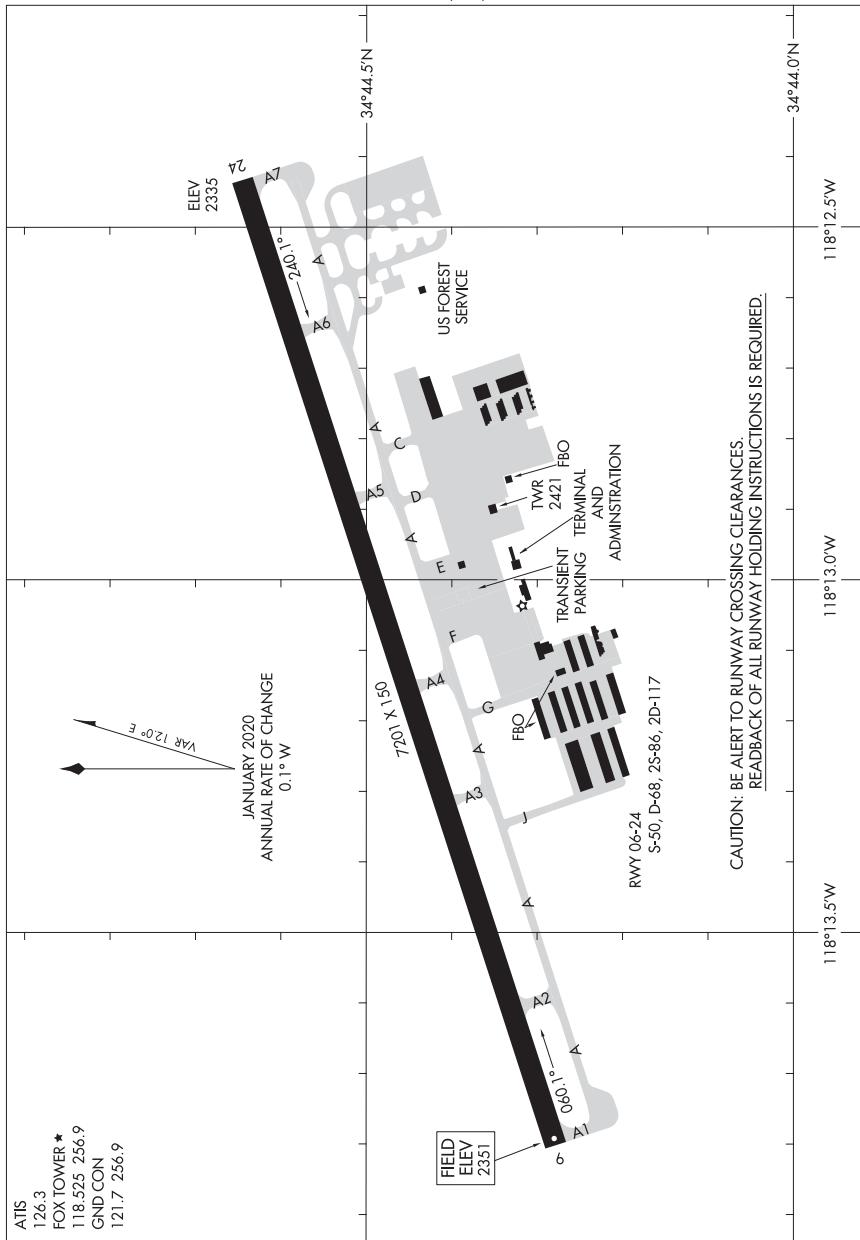
YUMA PROVING GROUND, ARIZONA



22195

AIRPORT DIAGRAM

AL-5065 (FAA)

GENERAL WM J FOX AIRFIELD (WJF)
LANCASTER, CALIFORNIA

AIRPORT DIAGRAM

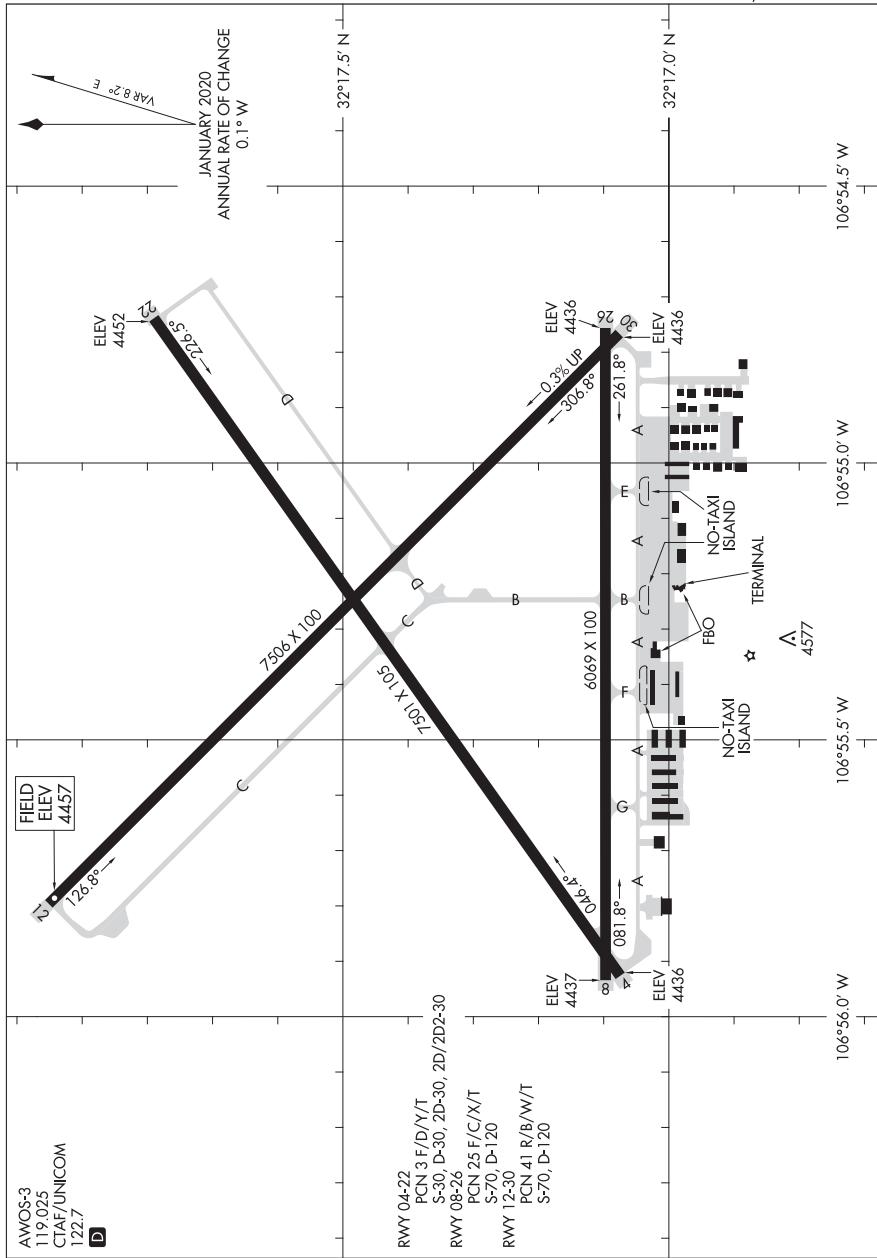
22195

LANCASTER, CALIFORNIA
GENERAL WM J FOX AIRFIELD (WJF)

22251

AIRPORT DIAGRAM

AL-869 (FAA)

LAS CRUCES INTL (LRU)
LAS CRUCES, NEW MEXICO

AIRPORT DIAGRAM

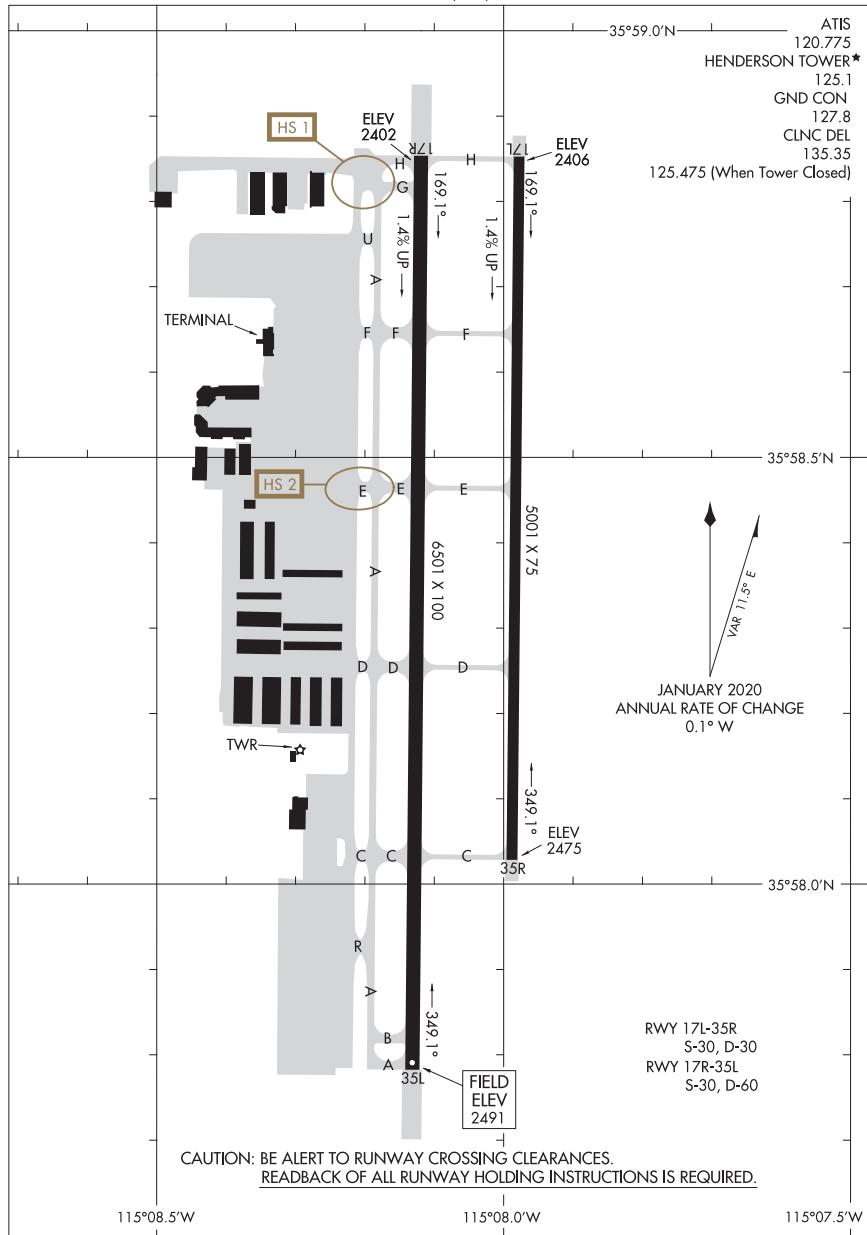
22251

LAS CRUCES, NEW MEXICO
LAS CRUCES INTL (LRU)

22307

AIRPORT DIAGRAM

AL-6514 (FAA)

HENDERSON EXEC (HND)
LAS VEGAS, NEVADA

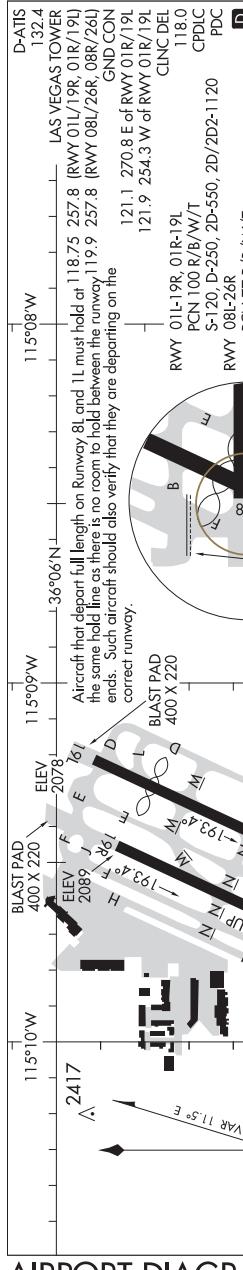
AIRPORT DIAGRAM

22307

LAS VEGAS, NEVADA
HENDERSON EXEC (HND)

22251

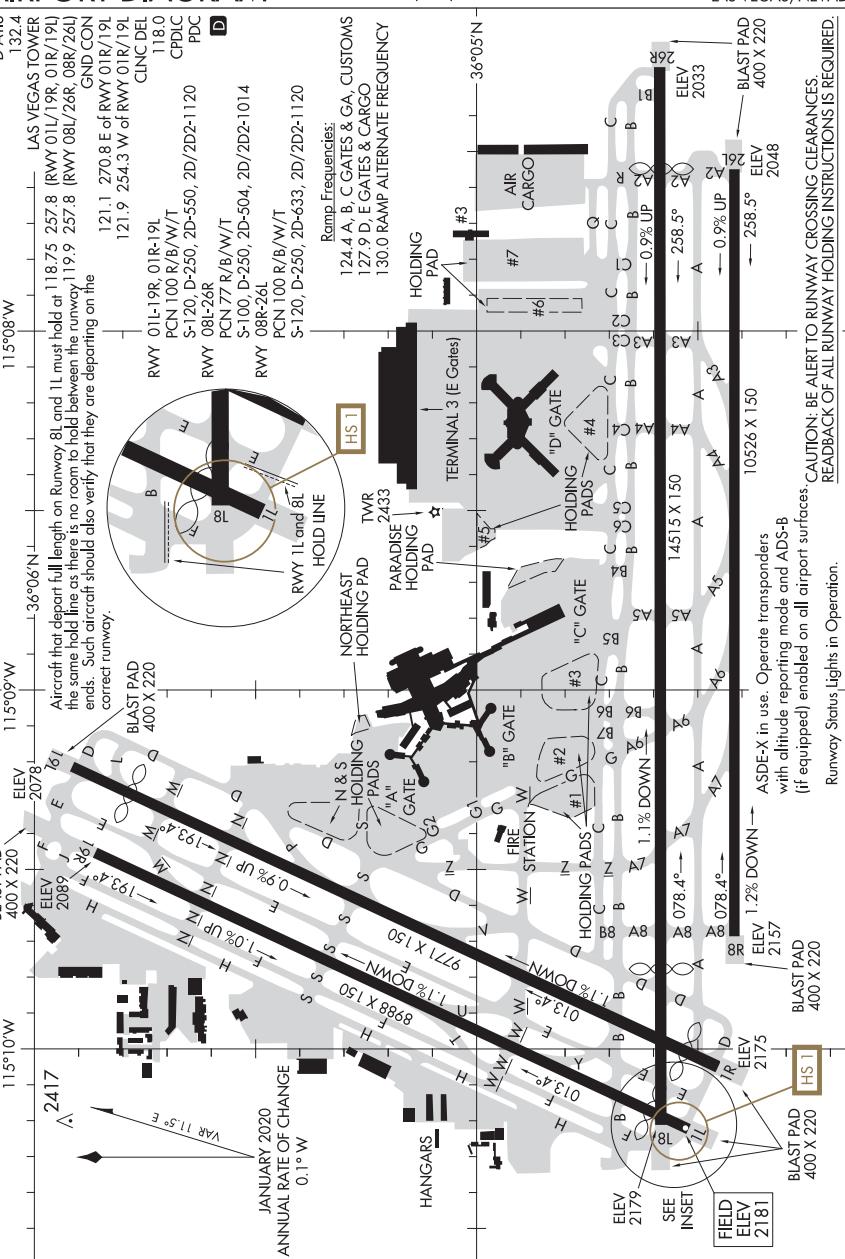
AIRPORT DIAGRAM



Aircraft that depart full length on Runway 8L and 11 must hold on the same hold line as there is no room to hold between the runway ends. Such aircraft should also verify that they are departing on the correct runway.

AIRPORT DIAGRAM

AL-662 (FAA)

HARRY REID INTL (LAS)
LAS VEGAS, NEVADA

AIRPORT DIAGRAM

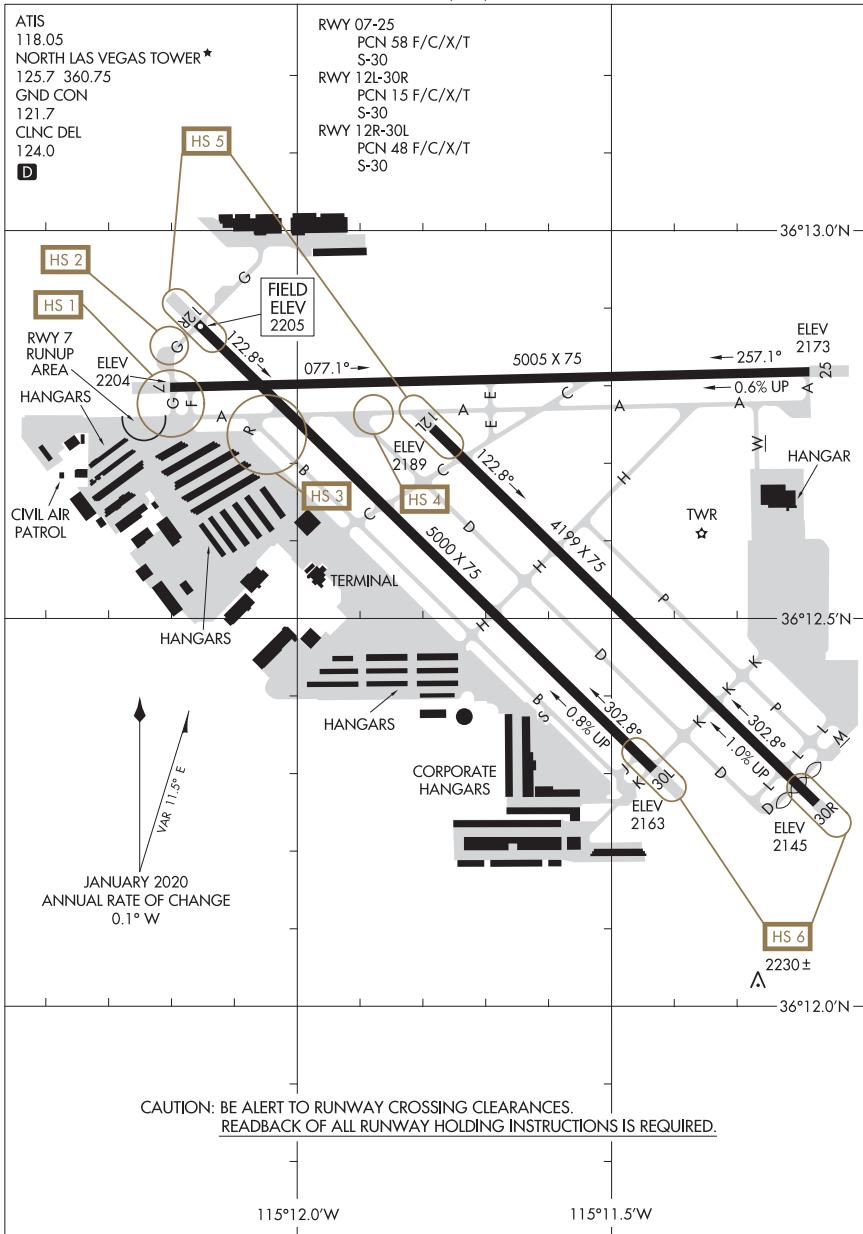
22251

LAS VEGAS, NEVADA
HARRY REID INTL (LAS)

22363

AIRPORT DIAGRAM

AL-6970 (FAA)

NORTH LAS VEGAS (VGT)
LAS VEGAS, NEVADA

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

22363

LAS VEGAS, NEVADA
NORTH LAS VEGAS (VGT)

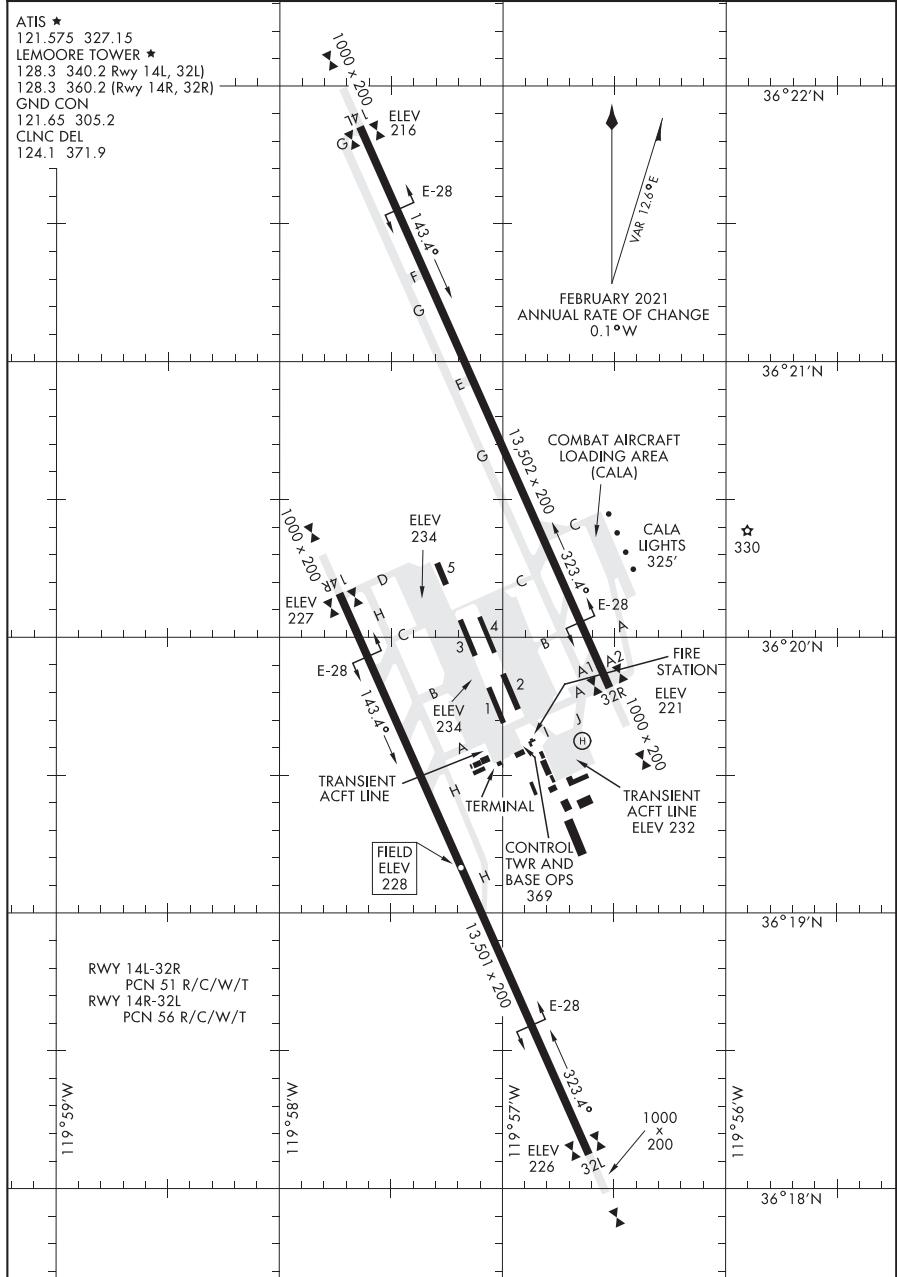
21056

AIRPORT DIAGRAM

AL-5067 [USN]

LEMOORE NAS (REEVES FIELD) (KNLC)

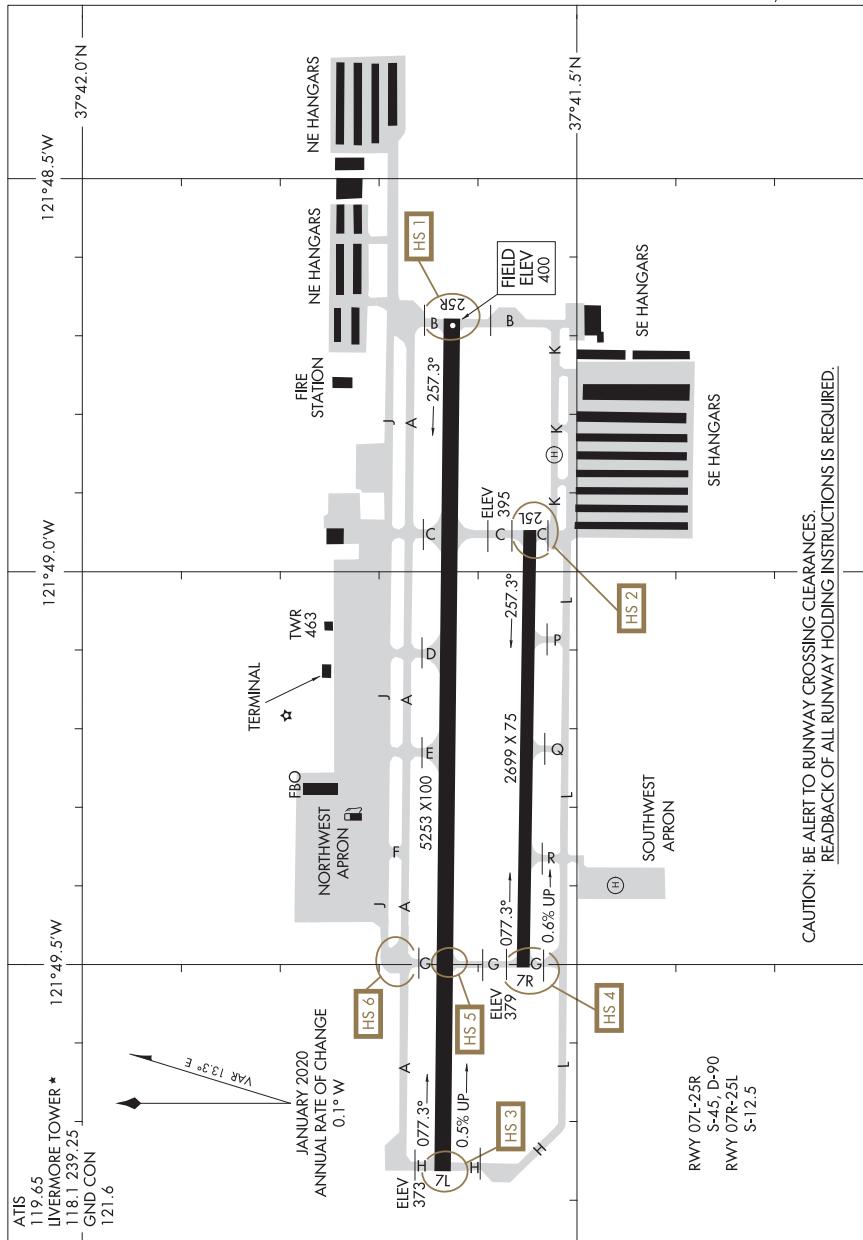
LEMOORE, CALIFORNIA



22083

AIRPORT DIAGRAM

AL-6075 (FAA)

LIVERMORE MUNI (LVK)
LIVERMORE, CALIFORNIA

22083

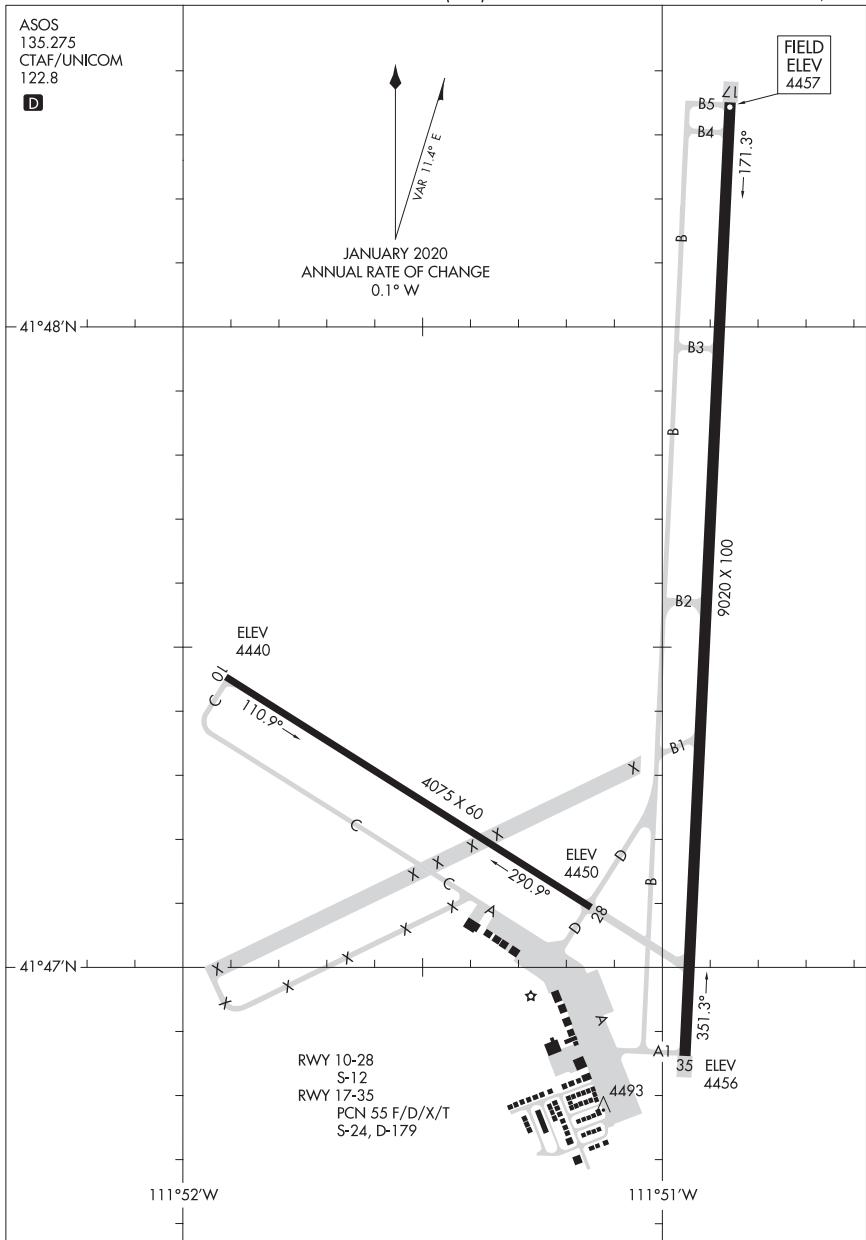
AIRPORT DIAGRAM

LIVERMORE, CALIFORNIA
LIVERMORE MUNI (LVK)

22195

AIRPORT DIAGRAM

AL-663 (FAA)

LOGAN-CACHE (LGU)
LOGAN, UTAH

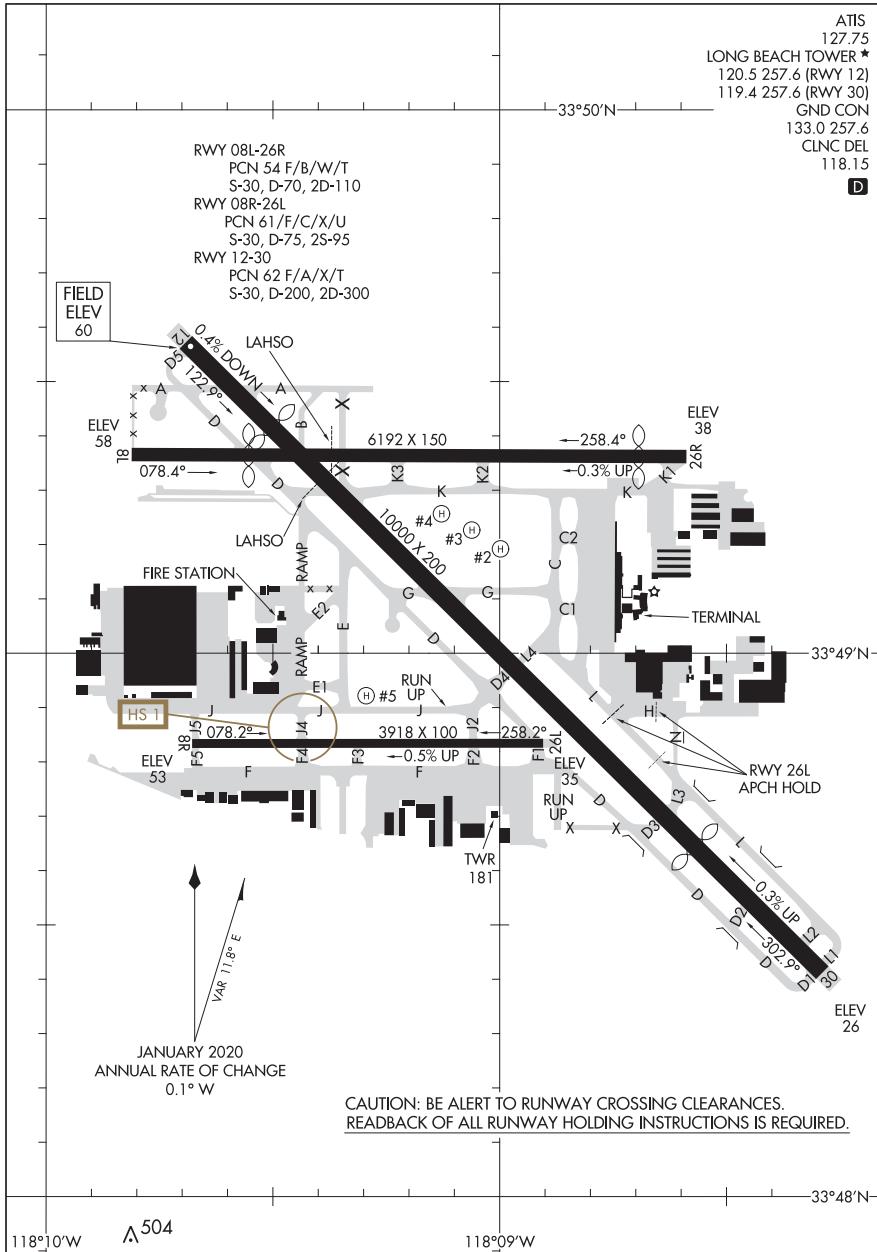
22083

AIRPORT DIAGRAM

AL-236 (FAA)

LONG BEACH (DAUGHERTY FLD) (LGB)

LONG BEACH, CALIFORNIA



AIRPORT DIAGRAM

22083

LONG BEACH, CALIFORNIA

LONG BEACH (DAUGHERTY FLD) (LGB)

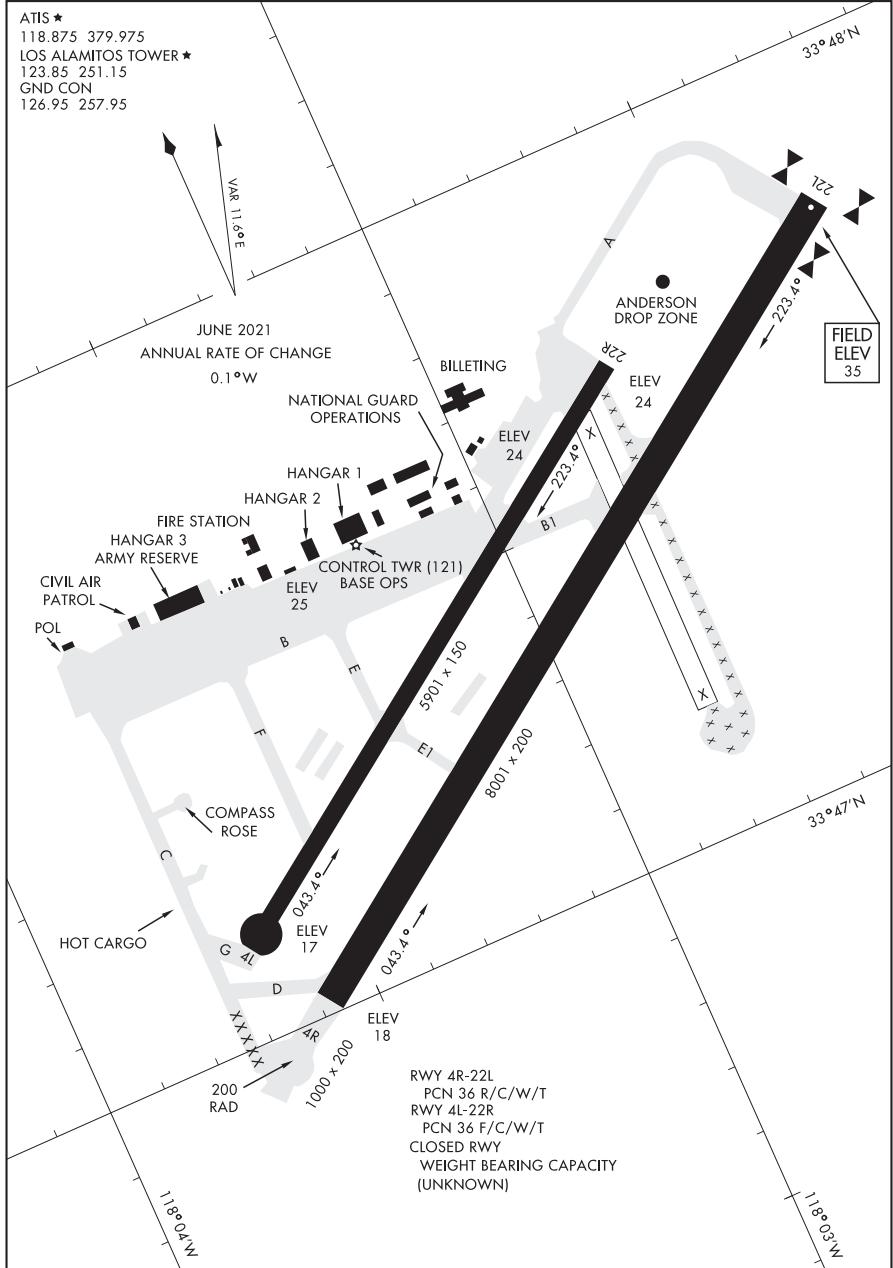
21168

AIRPORT DIAGRAM

AL-953 [USA]

LOS ALAMITOS AAF (KSLI)

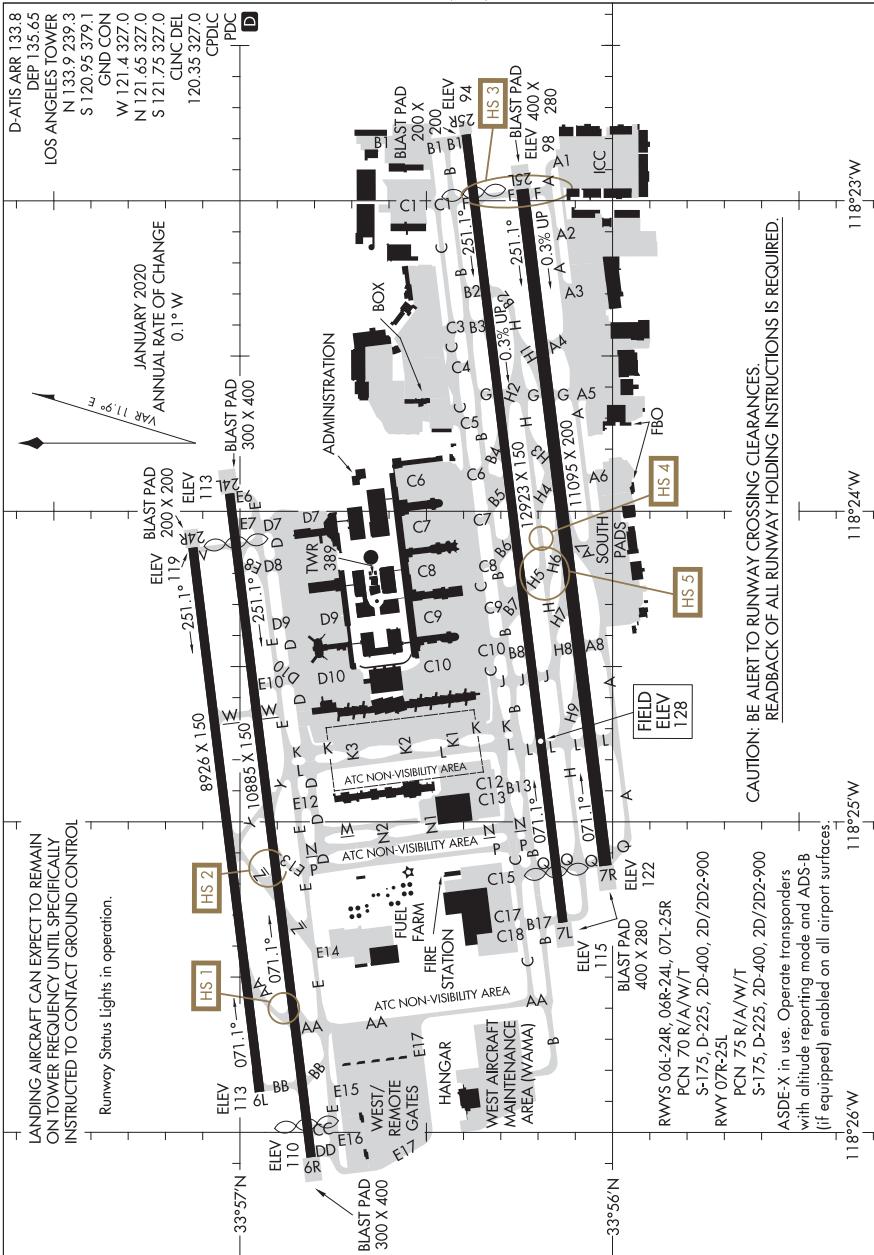
LOS ALAMITOS, CALIFORNIA



22195

AIRPORT DIAGRAM

AL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

AIRPORT DIAGRAM

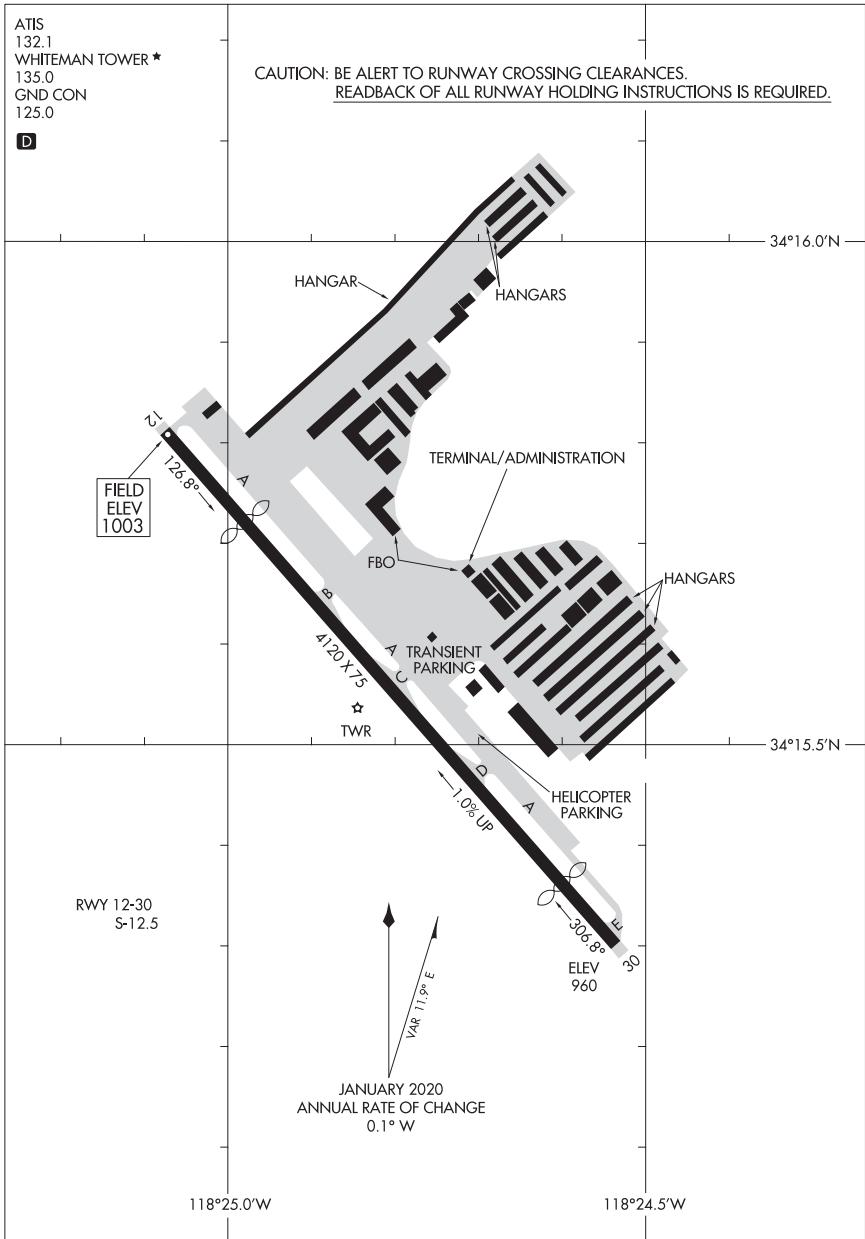
22195

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

22083

AIRPORT DIAGRAM

AL-9132 (FAA)

WHITEMAN (WHP)
LOS ANGELES, CALIFORNIA

AIRPORT DIAGRAM

22083

LOS ANGELES, CALIFORNIA
WHITEMAN (WHP)

22027

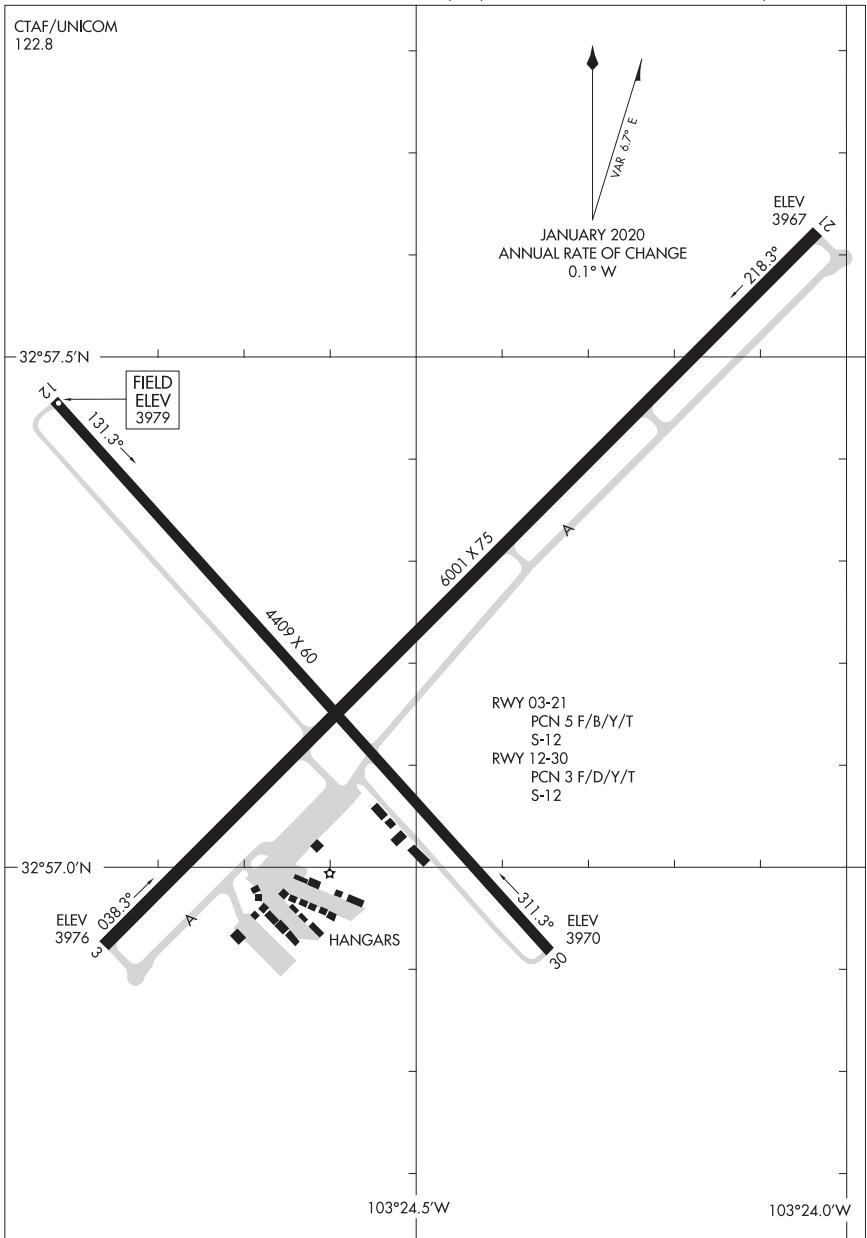
AIRPORT DIAGRAM

CTAF/UNICOM
122.8

AL-6951 (FAA)

LEA COUNTY/ZIP FRANKLIN MEML (E06)

LOVINGTON, NEW MEXICO

AIRPORT DIAGRAM
22027LOVINGTON, NEW MEXICO
LEA COUNTY/ZIP FRANKLIN MEML (E06)

19339

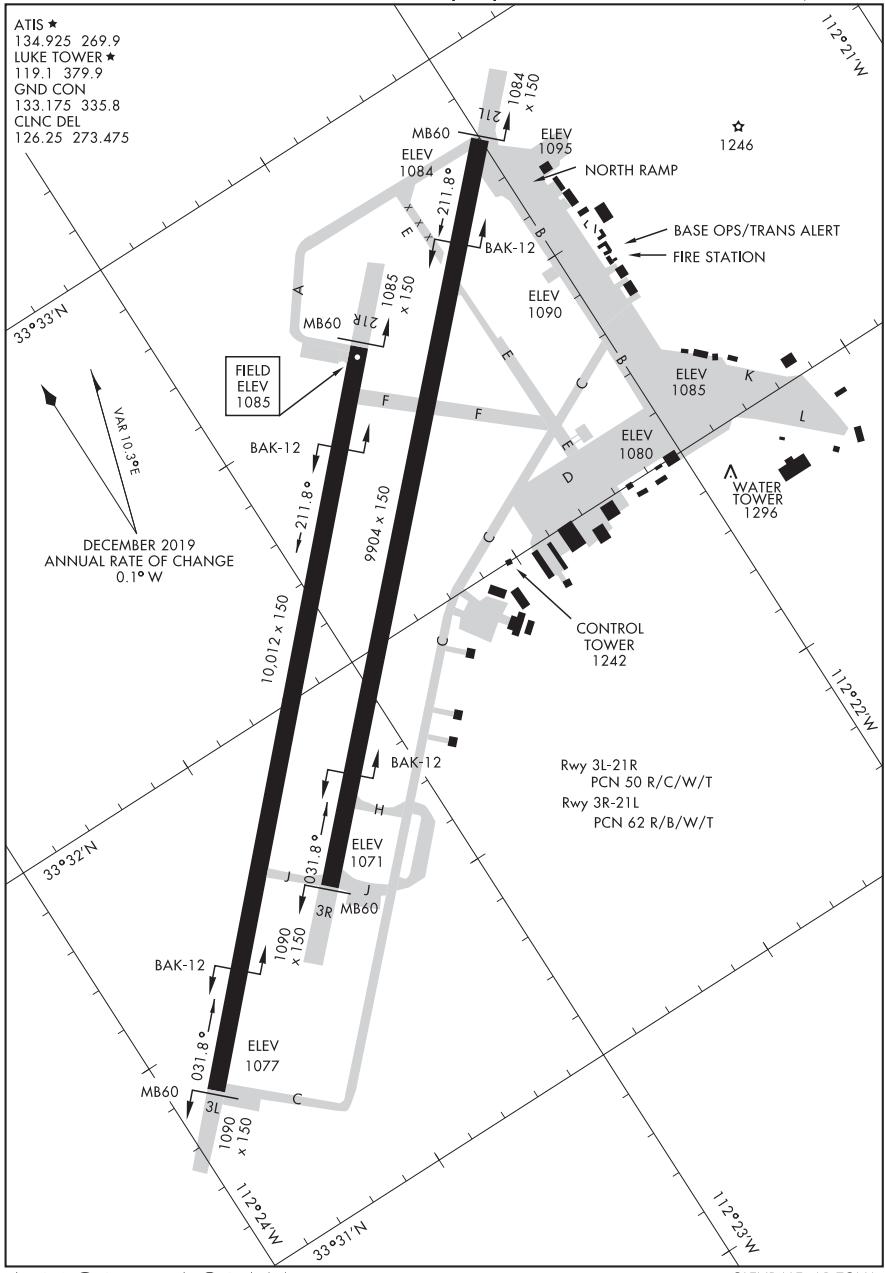
AIRPORT DIAGRAM

LUKE AFB (KLUF)

GLENDALE, ARIZONA

ATIS ★
 134.925 269.9
 LUKE TOWER ★
 119.1 379.9
 GND CON
 133.175 335.8
 CLNC DEL
 126.25 273.475

AFD-321 [USAF]



AIRPORT DIAGRAM

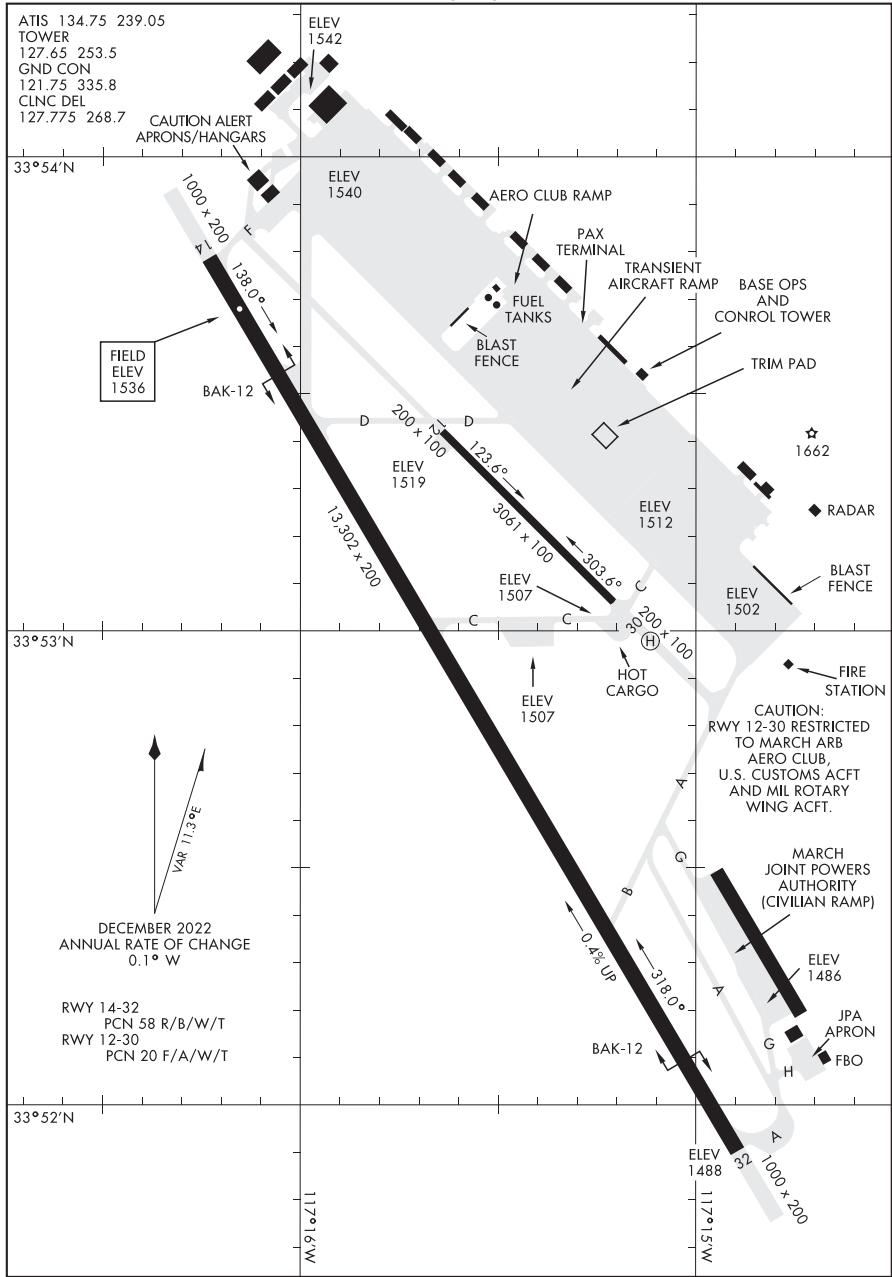
GLENDALE, ARIZONA

LUKE AFB (KLUF)

22363

AIRPORT DIAGRAM

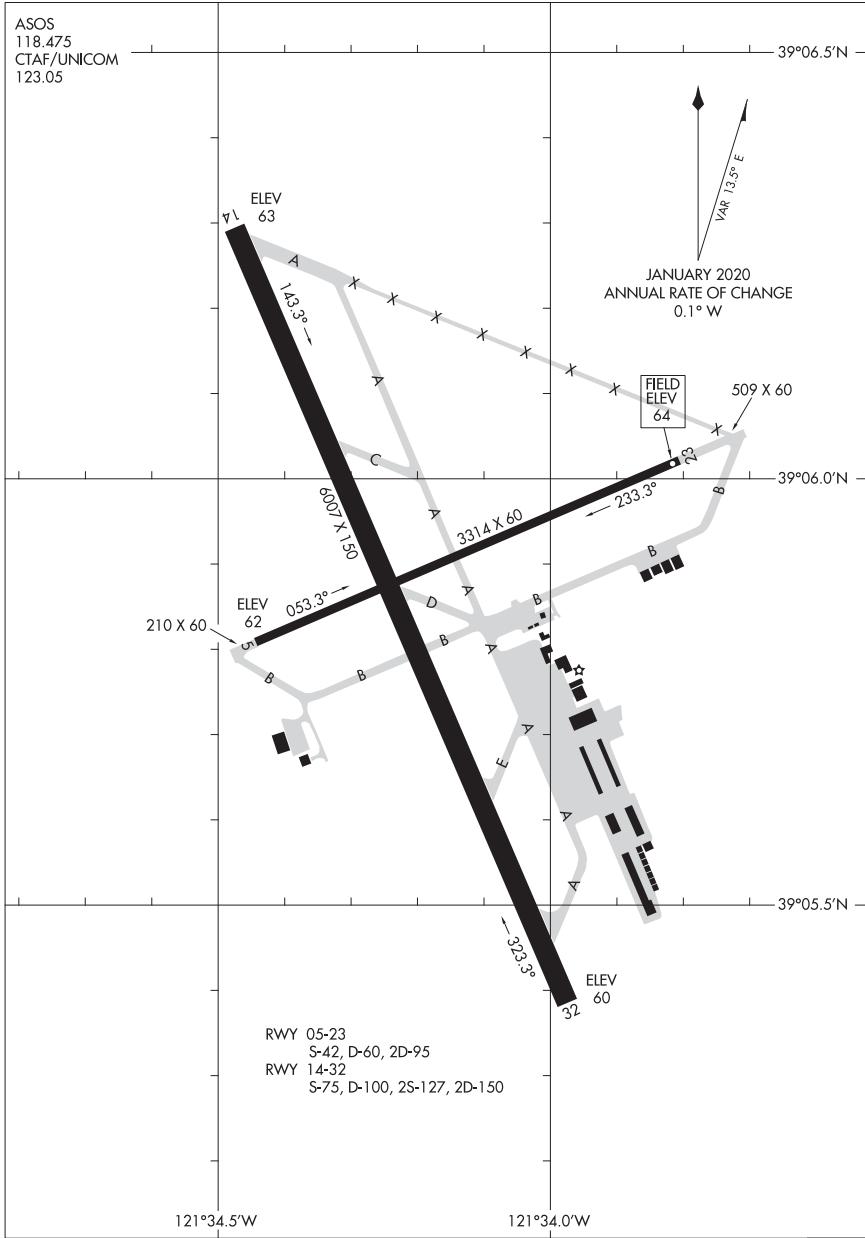
AL-348 [USAF]

MARCH ARB (KRIV)
RIVERSIDE, CALIFORNIA

20086

AIRPORT DIAGRAM

AL-664 (FAA)

YUBA COUNTY(MYV)
MARYSVILLE, CALIFORNIA

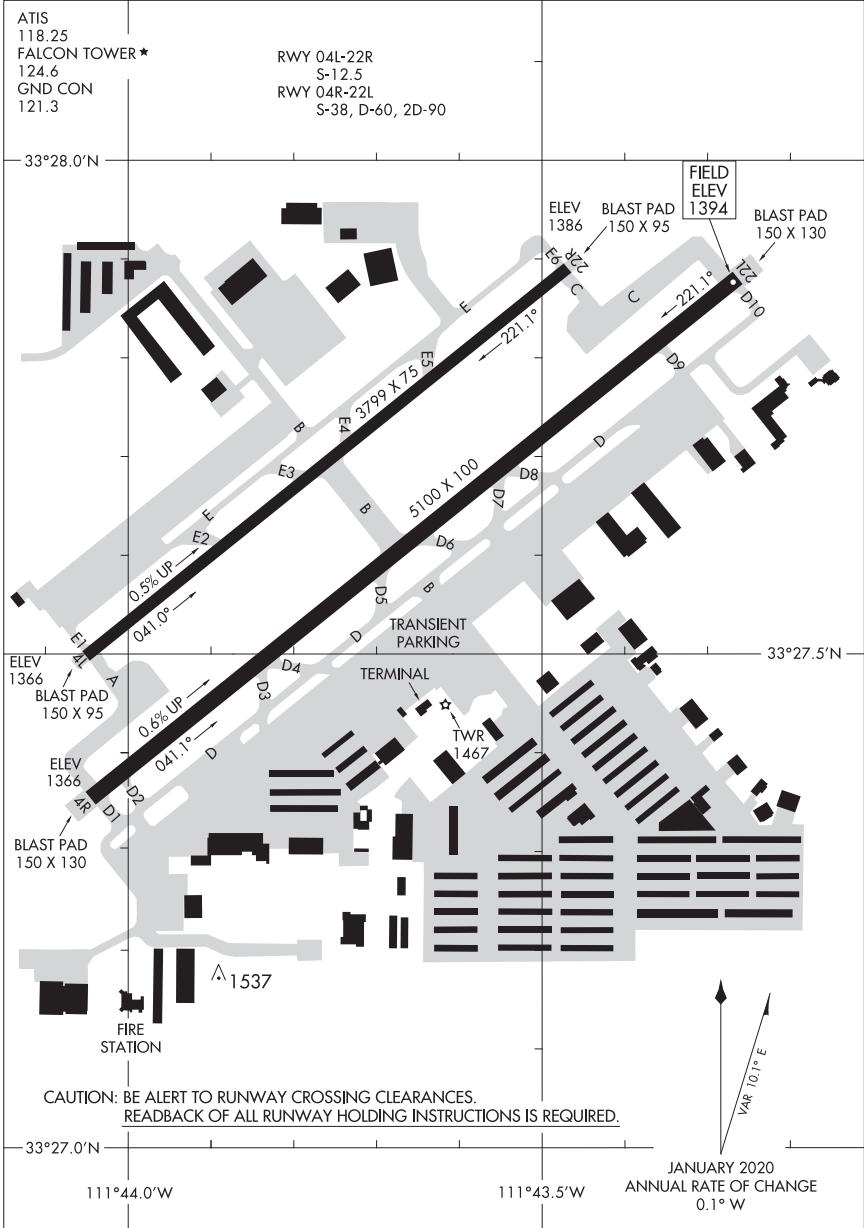
AIRPORT DIAGRAM

20086

21224

AIRPORT DIAGRAM

AL-6647 (FAA)

FALCON FLD (FFZ)
MESA, ARIZONA

AIRPORT DIAGRAM

21224

MESA, ARIZONA
FALCON FLD (FFZ)

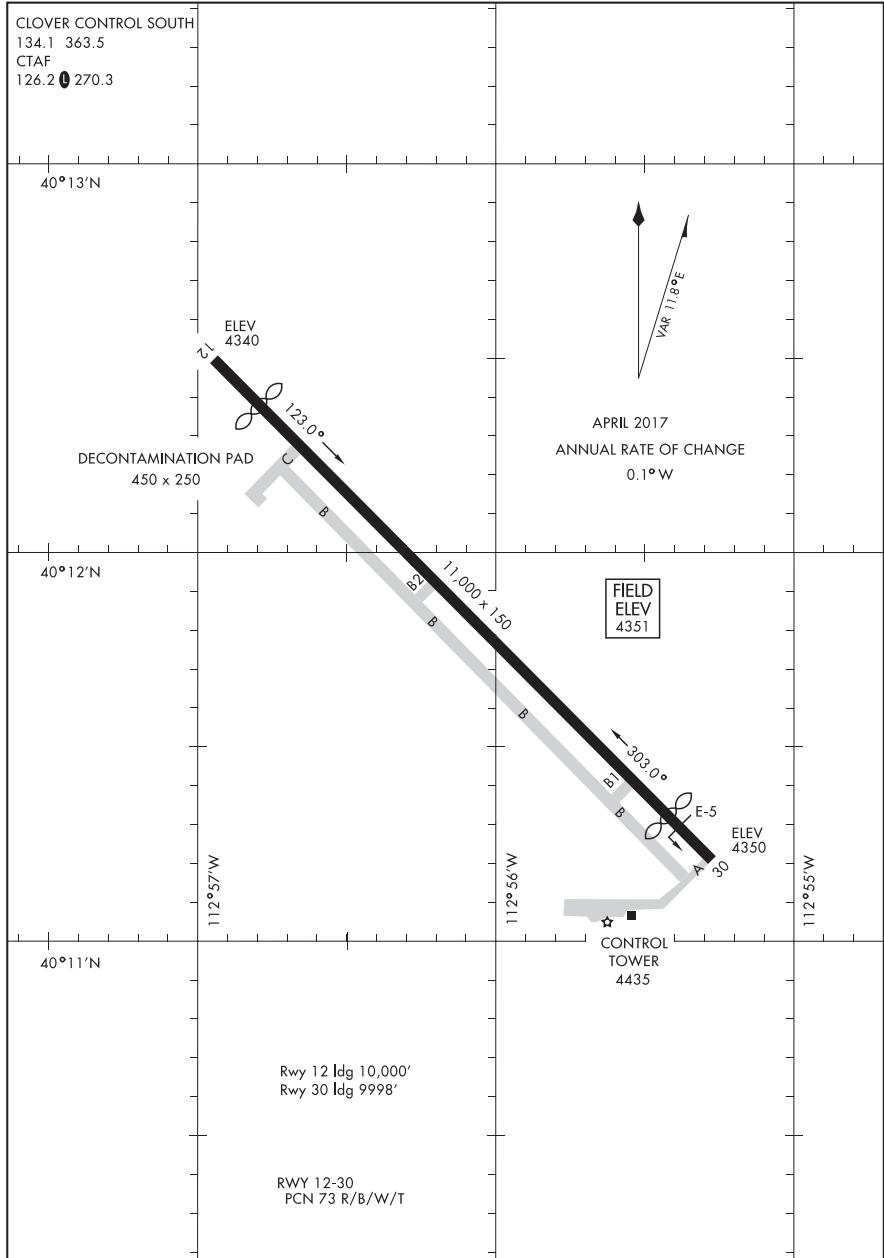
17117

AIRPORT DIAGRAM

AFD-5071 [USA]

MICHAEL AAF (KDPG)

DUGWAY PROVING GROUND, UTAH



AIRPORT DIAGRAM

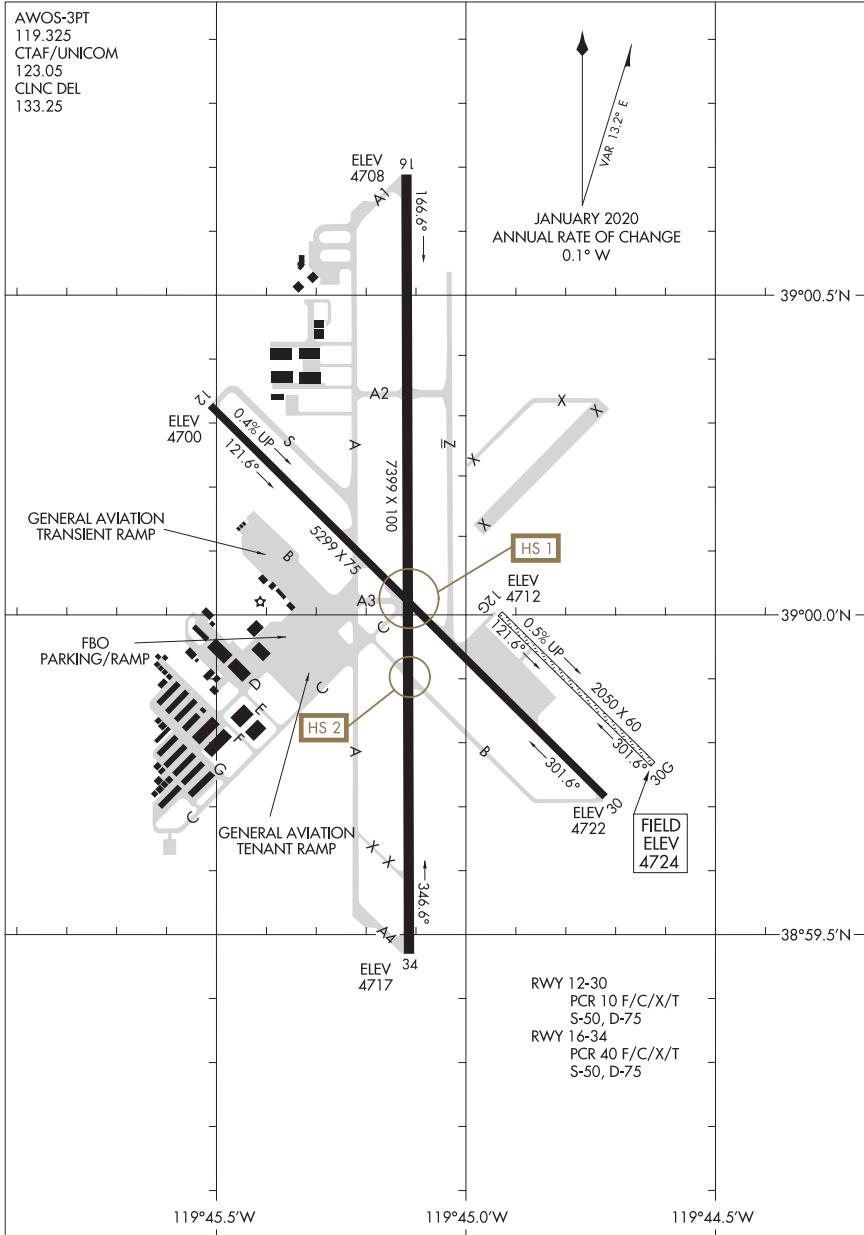
DUGWAY PROVING GROUND, UTAH

MICHAEL AAF (KDPG)

22251

AIRPORT DIAGRAM

AL-9430 (FAA)

MINDEN-TAHOE (MEV)
MINDEN, NEVADA

AIRPORT DIAGRAM

22251

MINDEN, NEVADA
MINDEN-TAHOE (MEV)

AIRPORT DIAGRAMS

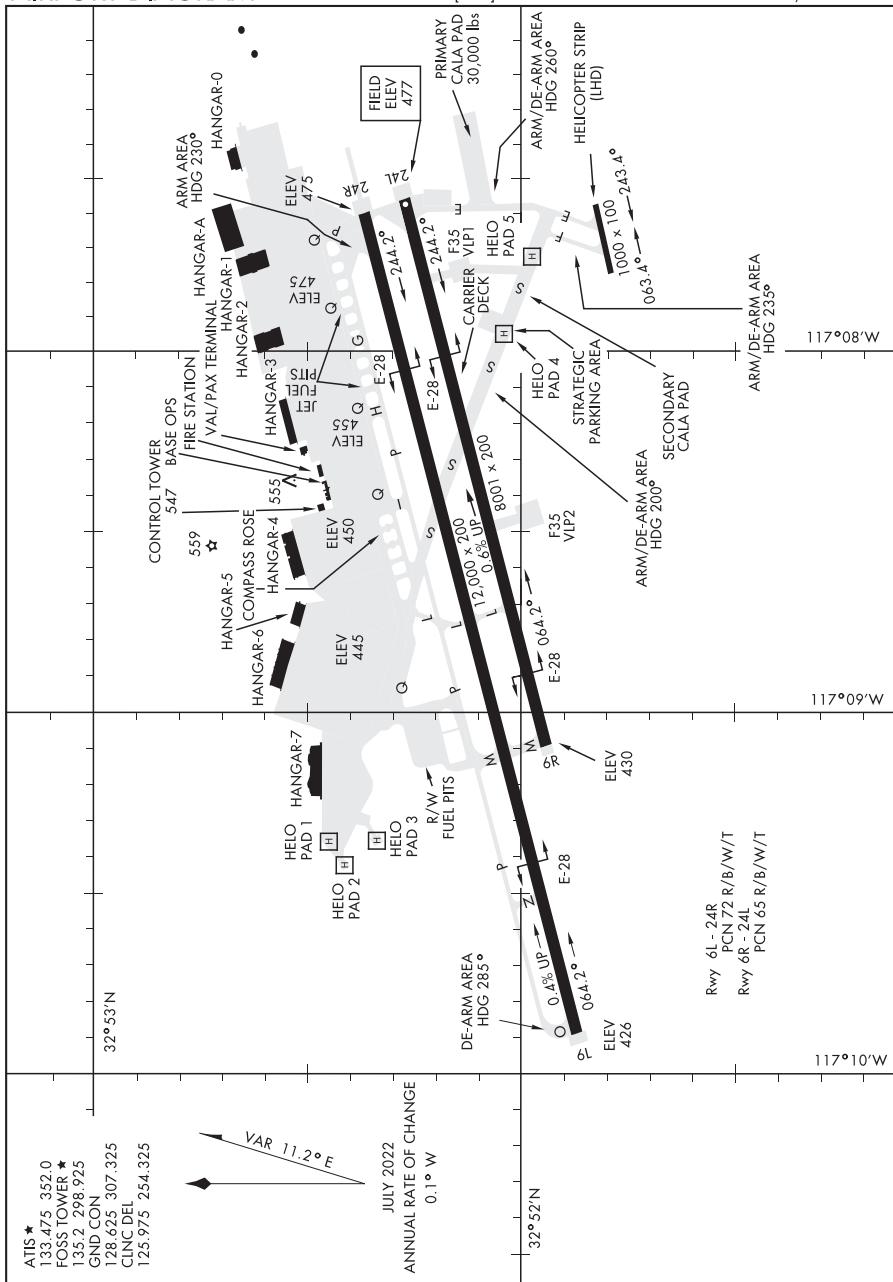
22195

AIRPORT DIAGRAM

AL-903 [USN]

MIRAMAR MCAS (JOE FOSS FLD) (KNKX)

SAN DIEGO, CALIFORNIA



AIRPORT DIAGRAM

SAN DIEGO, CALIFORNIA

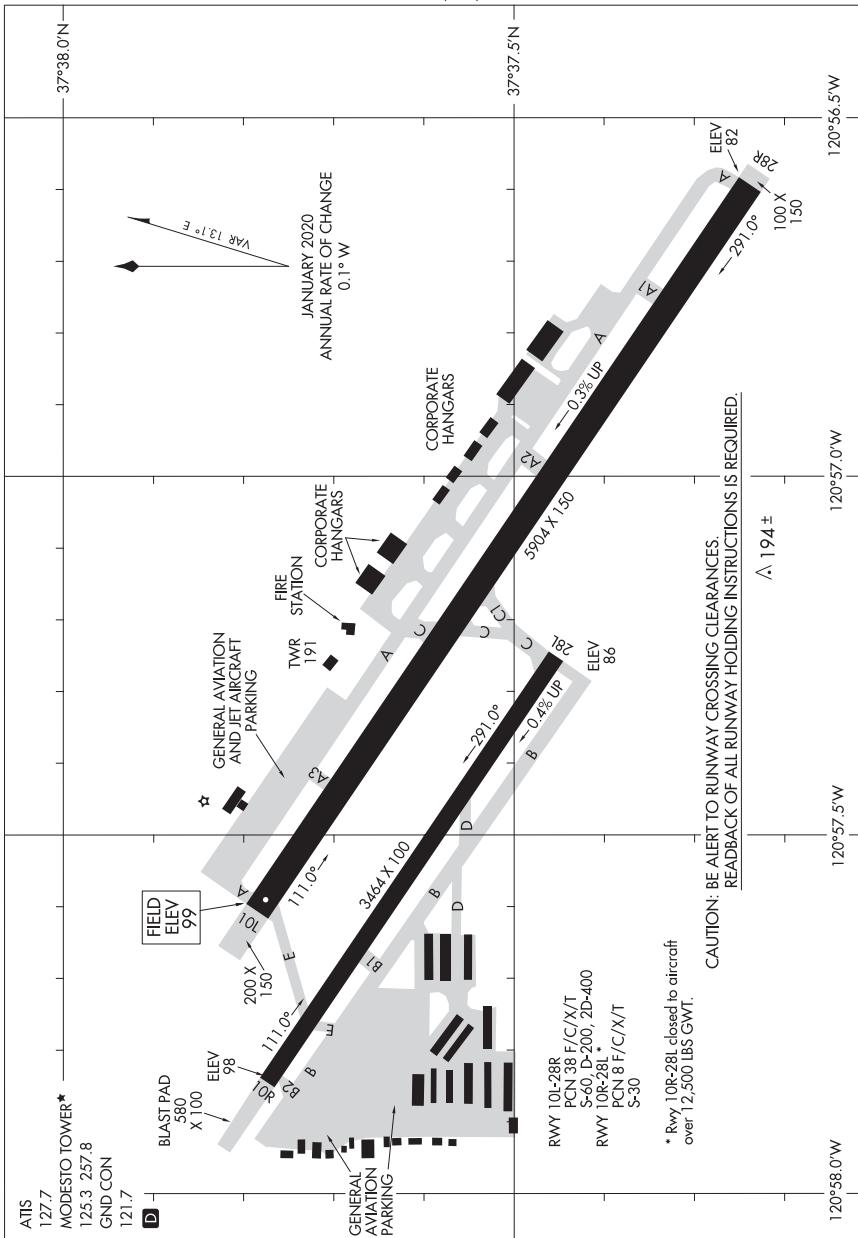
MIRAMAR MCAS (JOE FOSS FLD) (KNKX)

21168

AIRPORT DIAGRAM

MODESTO CITY-COUNTY-HARRY SHAM FLD (MOD)
AL-643 (FAA)

MODESTO, CALIFORNIA



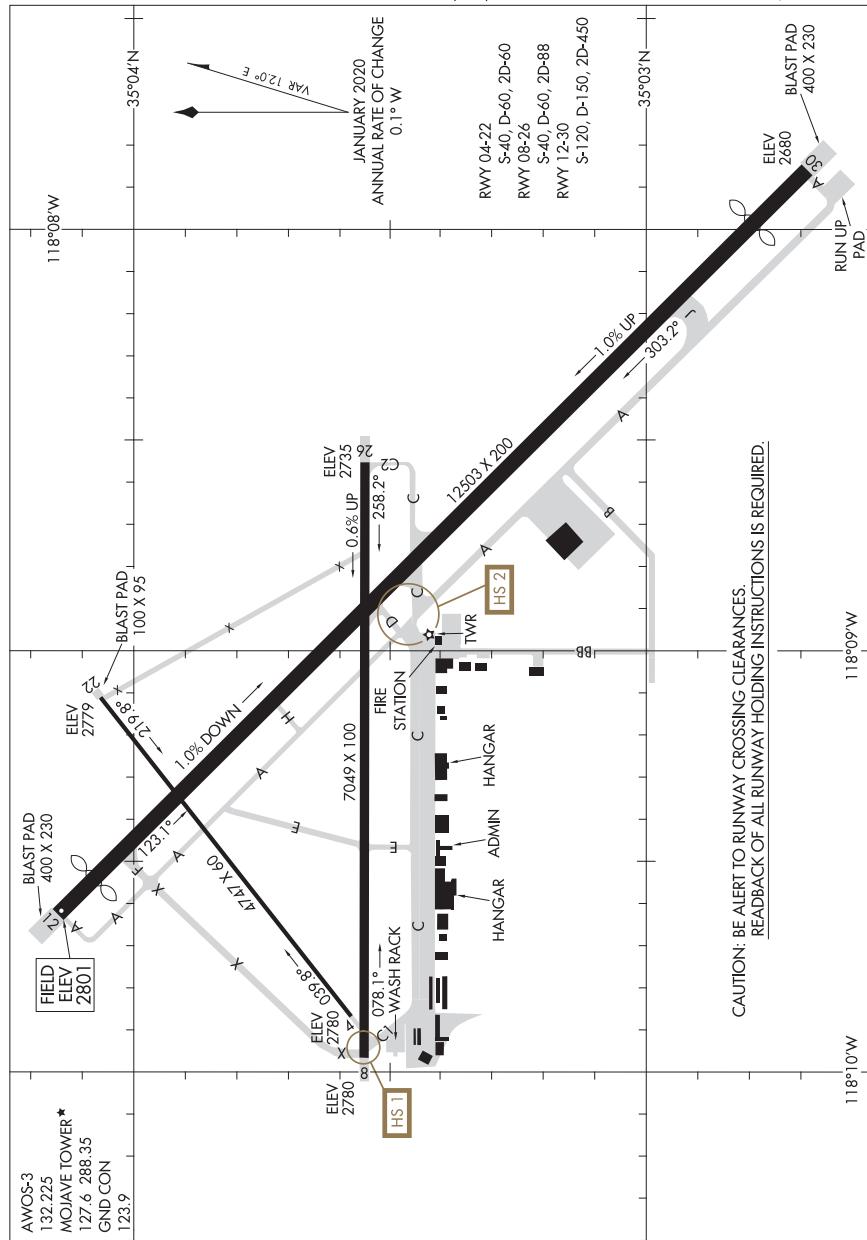
AIRPORT DIAGRAM

21168

MODESTO, CALIFORNIA
MODESTO CITY-COUNTY-HARRY SHAM FLD (MOD)

22195

AIRPORT DIAGRAM

MOJAVE AIR & SPACE PORT/RUTAN FLD (MHV)
AL-9353 (FAA)

AIRPORT DIAGRAM

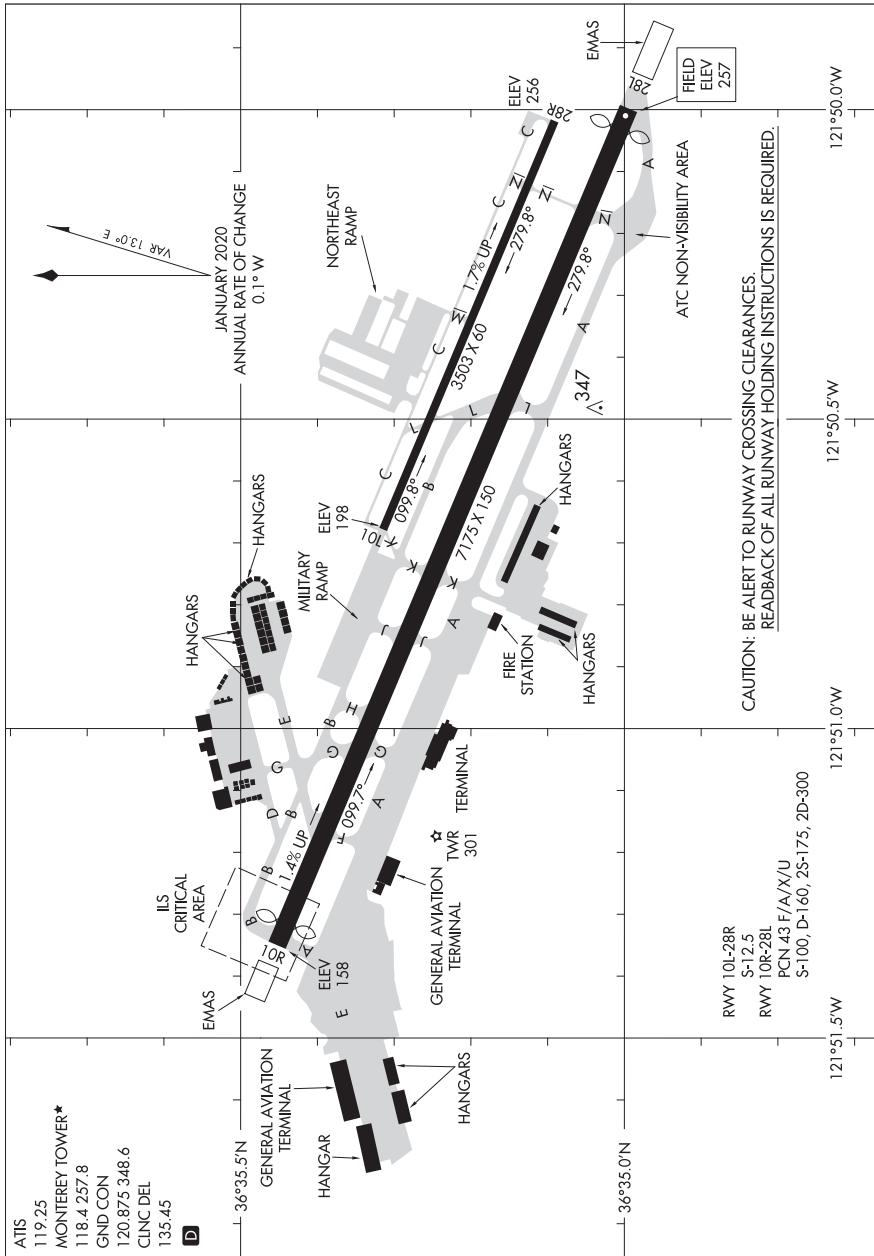
22195

MOJAVE, CALIFORNIA
MOJAVE AIR & SPACE PORT/RUTAN FLD (MHV)

22083

AIRPORT DIAGRAM

AL-271 (FAA)

MONTEREY RGNL (MRY)
MONTEREY, CALIFORNIA

AIRPORT DIAGRAM

22083

MONTEREY, CALIFORNIA
MONTEREY RGNL (MRY)

22195

AIRPORT DIAGRAM

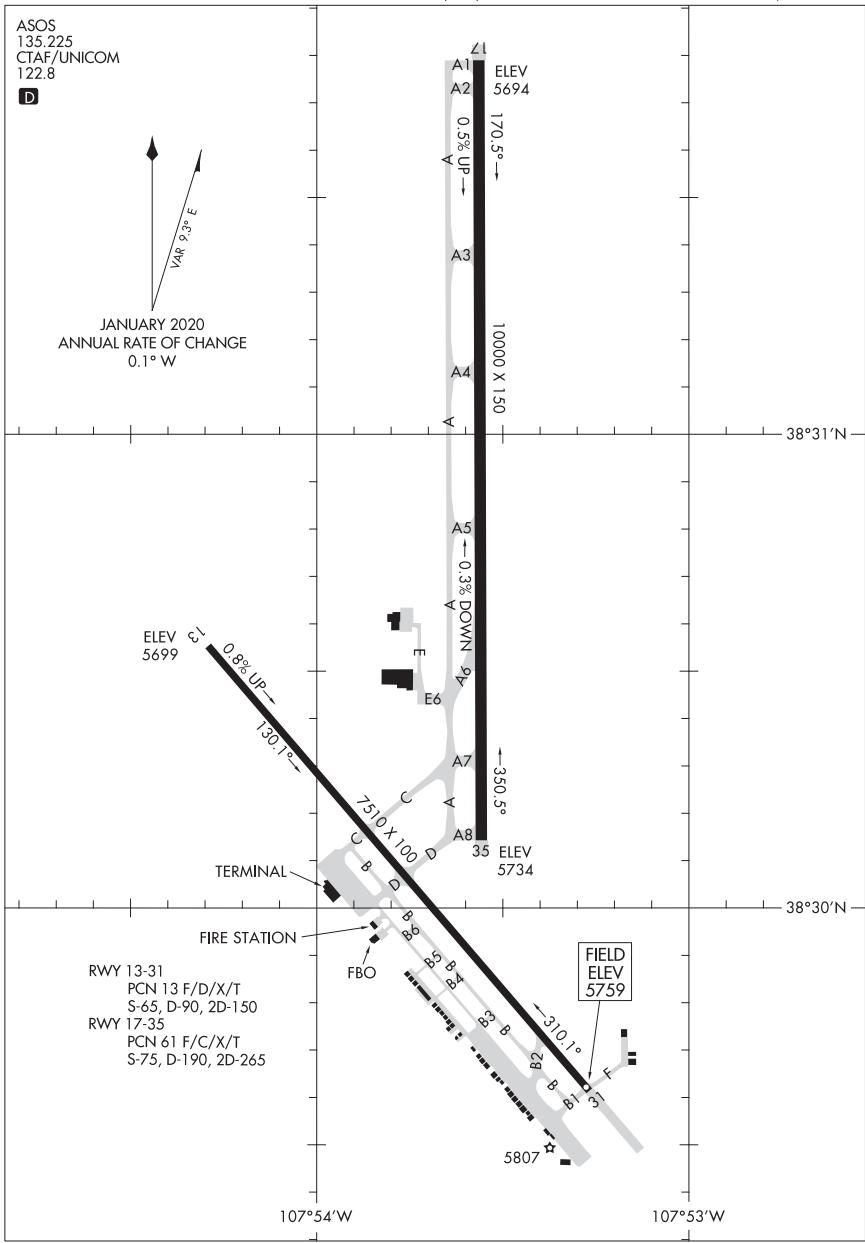
ASOS
135.225
CTAF/UNICOM
122.8

D

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

AI-668 (FAA)

MONTROSE RGNL (MTJ)
MONTROSE, COLORADO



AIRPORT DIAGRAM

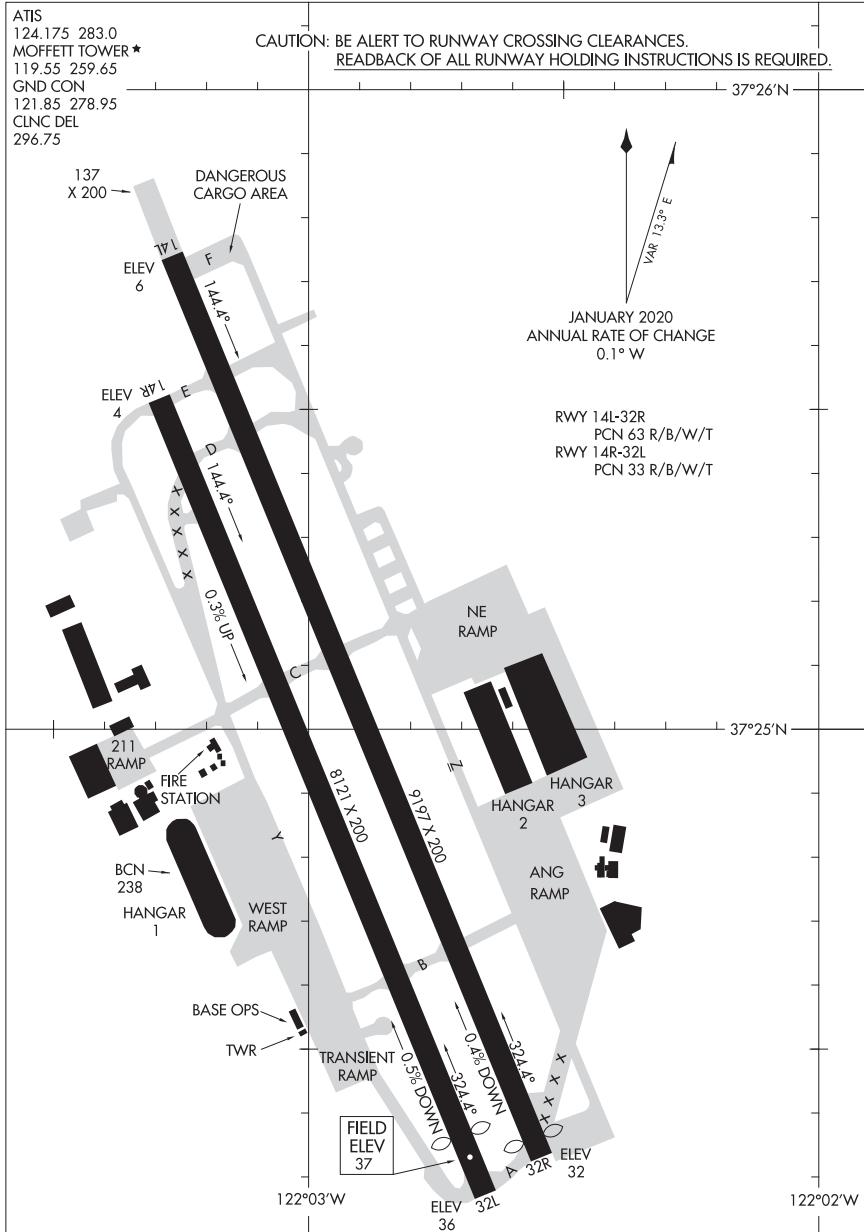
22195

MONTROSE, COLORADO
MONTROSE RGNL (MTJ)

22307

AIRPORT DIAGRAM

AI-410 (FAA)

MOFFETT FEDERAL AIRFIELD (NUQ)
MOUNTAIN VIEW, CALIFORNIA

AIRPORT DIAGRAM

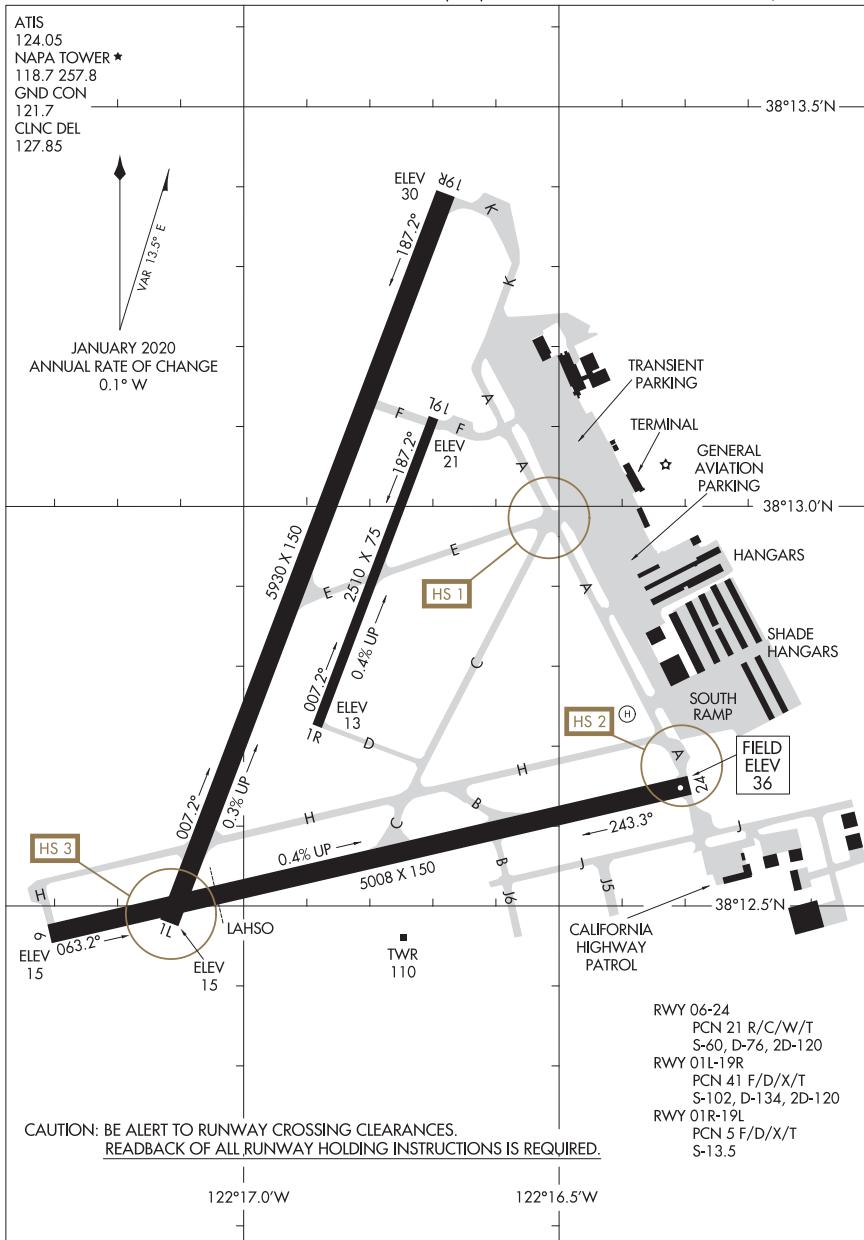
22307

MOUNTAIN VIEW, CALIFORNIA
MOFFETT FEDERAL AIRFIELD (NUQ)

21224

AIRPORT DIAGRAM

AI-281 (FAA)

NAPA COUNTY (APC)
NAPA, CALIFORNIA**AIRPORT DIAGRAM**

21224

NAPA, CALIFORNIA
NAPA COUNTY (APC)

22195

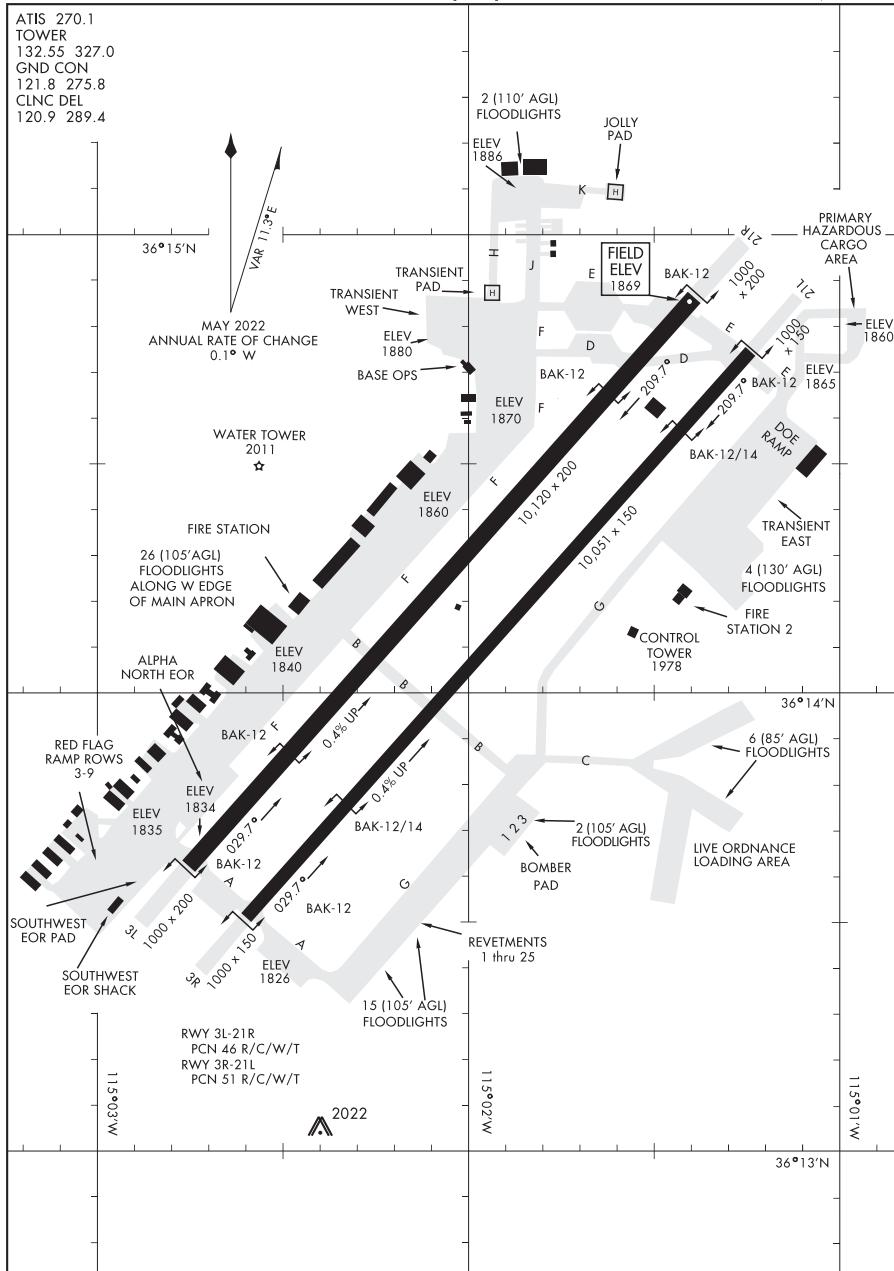
AIRPORT DIAGRAM

AL-227 [USAF]

NELLIS AFB (KLSV)

LAS VEGAS, NEVADA

ATIS 270.1
TOWER
132.55 327.0
GND CON
121.8 275.8
CLNC DEL
120.9 289.4



AIRPORT DIAGRAM

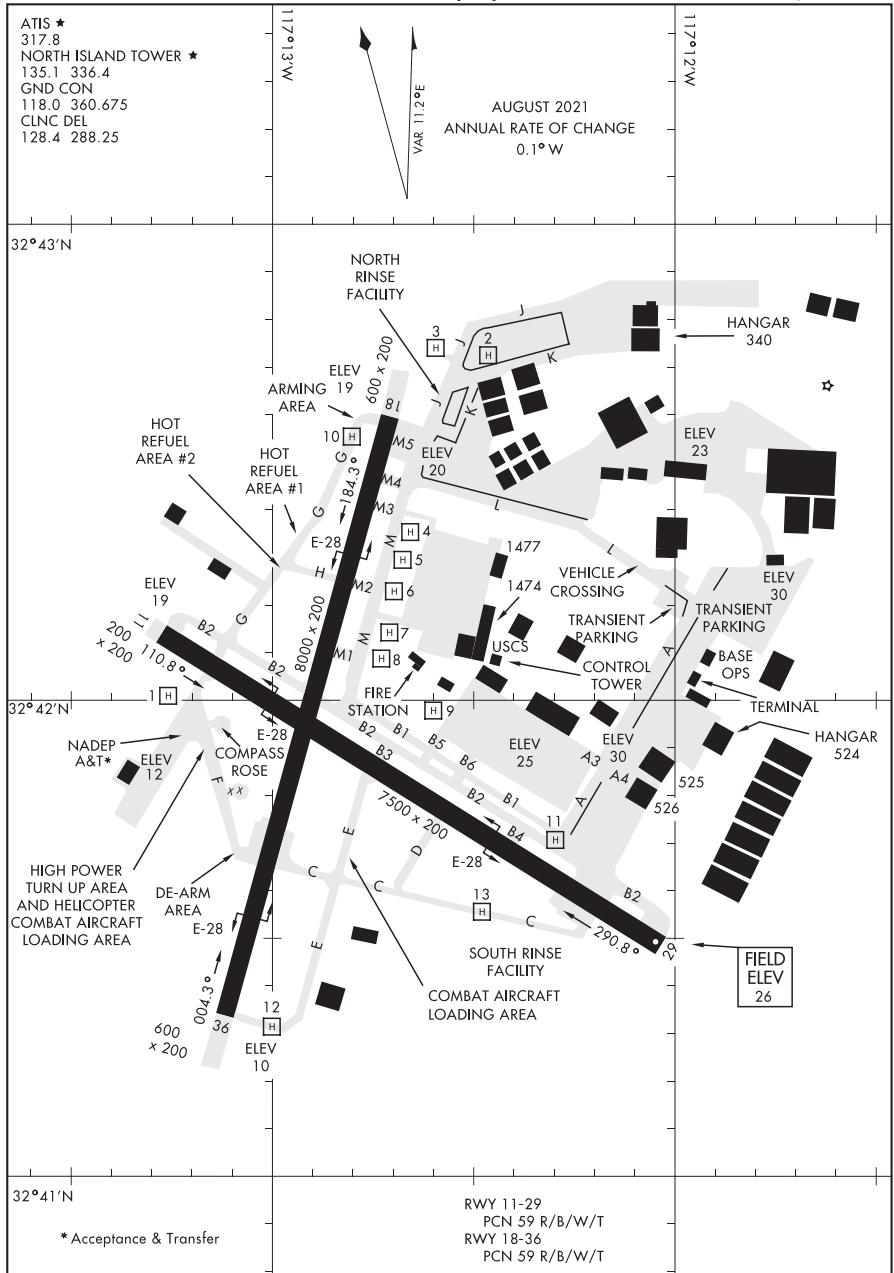
LAS VEGAS, NEVADA

NELLIS AFB (KLSV)

AIRPORT DIAGRAMS

21224

AIRPORT DIAGRAM



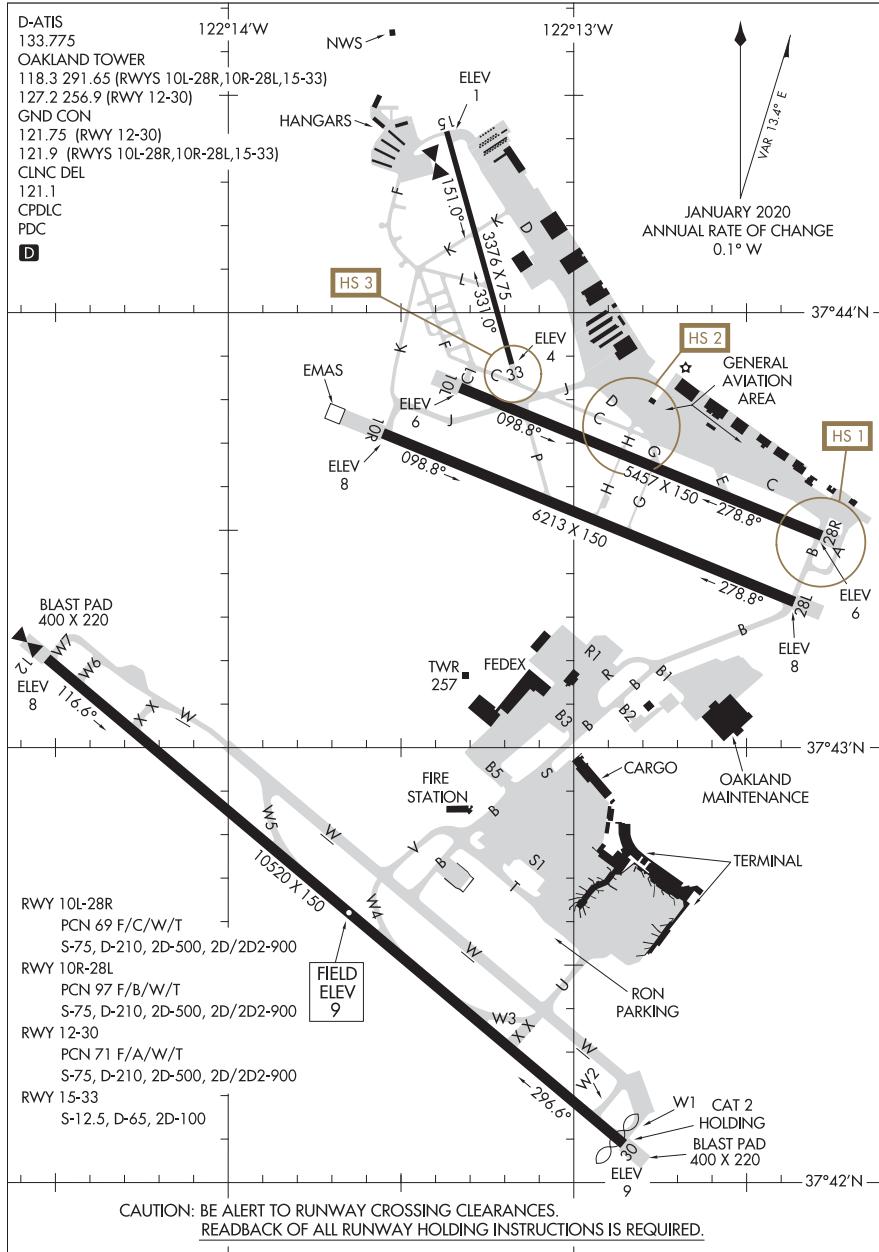
AIRPORT DIAGRAM

SAN DIEGO, CALIFORNIA
NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

22363

AIRPORT DIAGRAM

AL-294 (FAA)

METRO OAKLAND INTL (OAK)
OAKLAND, CALIFORNIA

AIRPORT DIAGRAM

22363

OAKLAND, CALIFORNIA
METRO OAKLAND INTL (OAK)

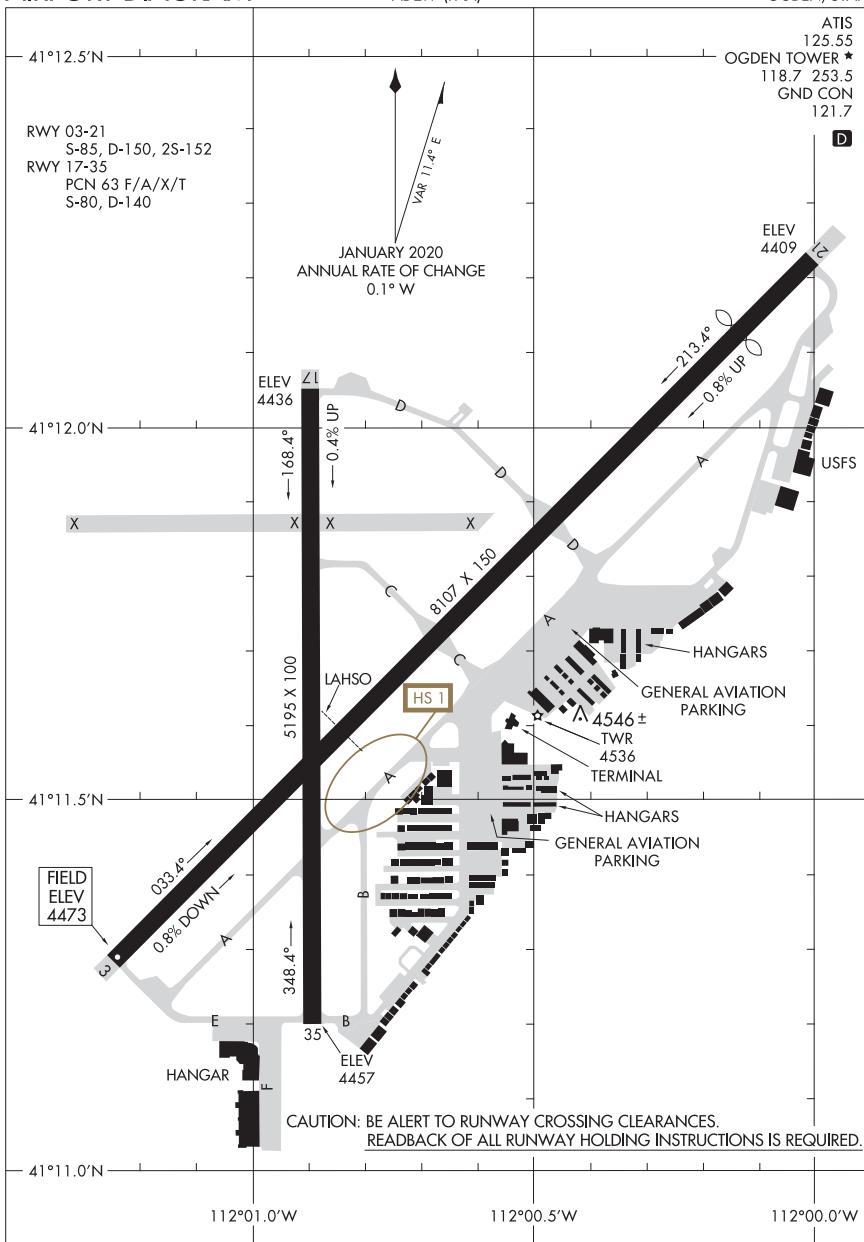
22083

AIRPORT DIAGRAM

AI-297 (FAA)

OGDEN-HINCKLEY (OGD)

OGDEN, UTAH



AIRPORT DIAGRAM

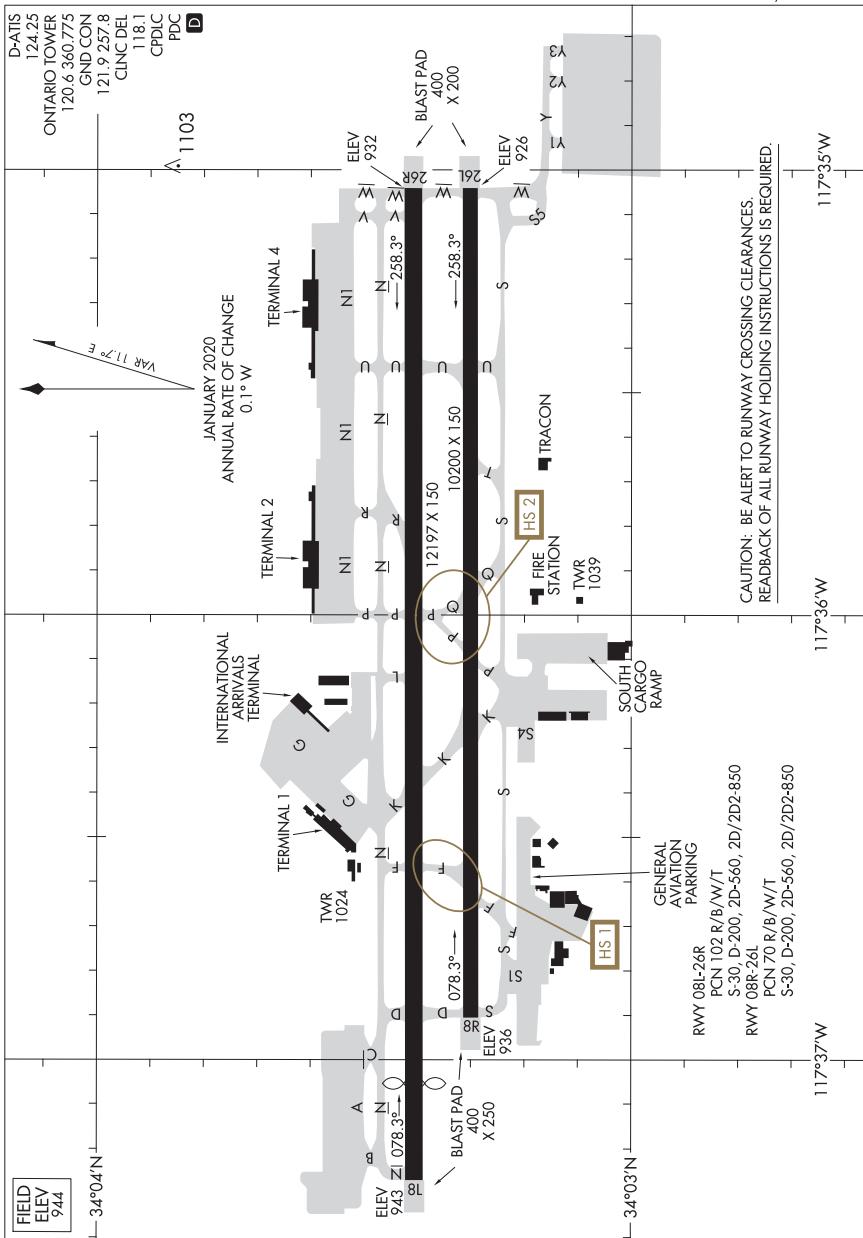
22083

OGDEN, UTAH

OGDEN-HINCKLEY (OGD)

20366

AIRPORT DIAGRAM



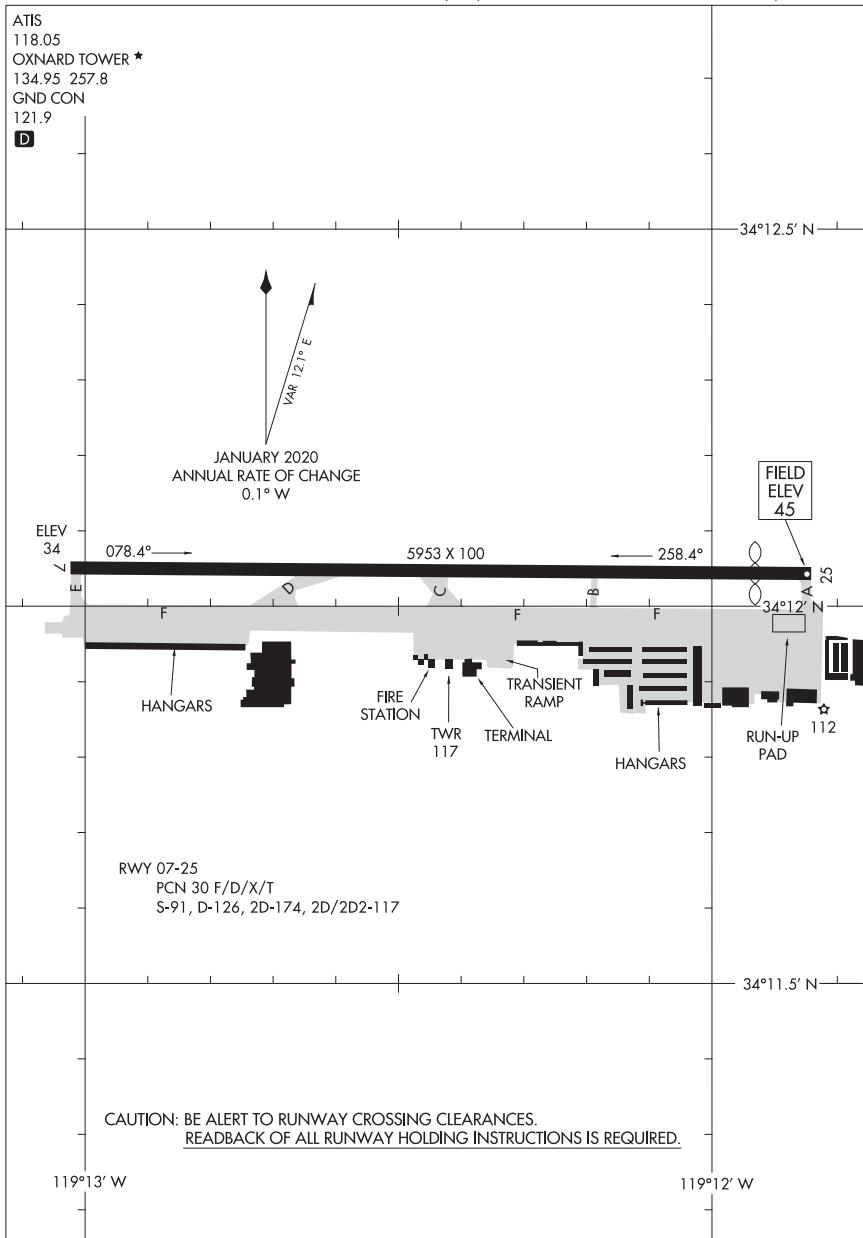
AIRPORT DIAGRAM

20366

22363

AIRPORT DIAGRAM

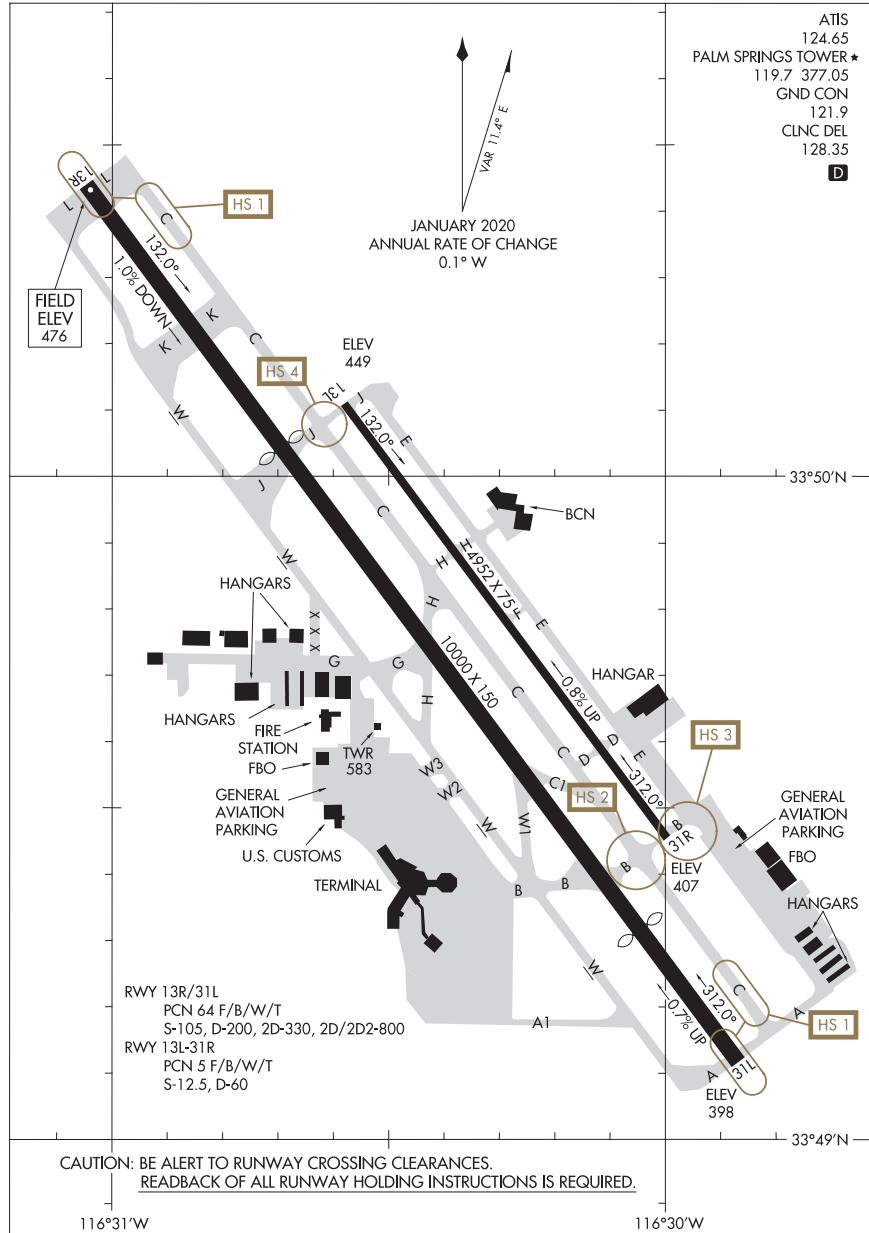
AI-674 (FAA)

OXNARD (OXR)
OXNARD, CALIFORNIA

22139

AIRPORT DIAGRAM

AL-545 (FAA)

PALM SPRINGS INTL (PSP)
PALM SPRINGS, CALIFORNIA

AIRPORT DIAGRAM

22139

PALM SPRINGS, CALIFORNIA
PALM SPRINGS INTL (PSP)

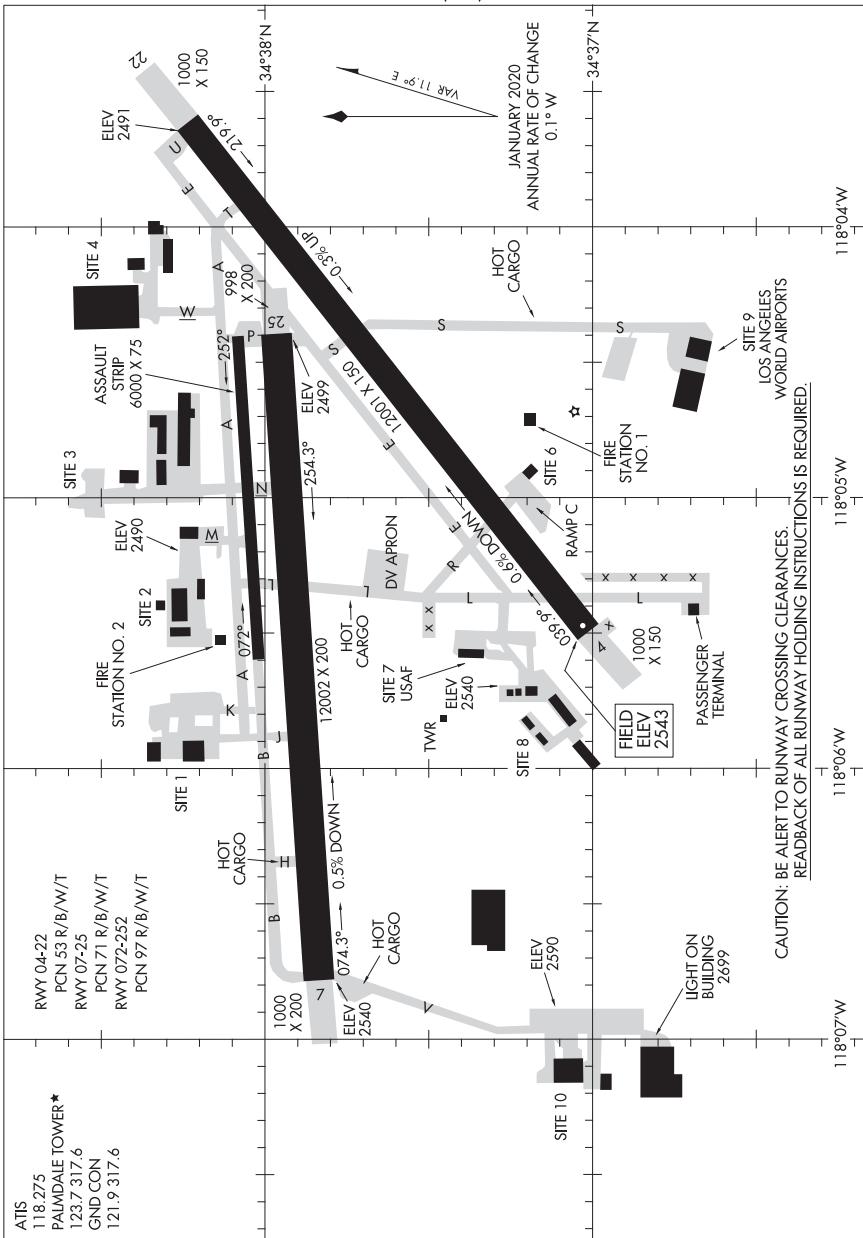
22363

AIRPORT DIAGRAM

AL-310 (FAA)

PALMDALE USAF PLANT 42 (PMD)

PALMDALE, CALIFORNIA

**AIRPORT DIAGRAM**

22363

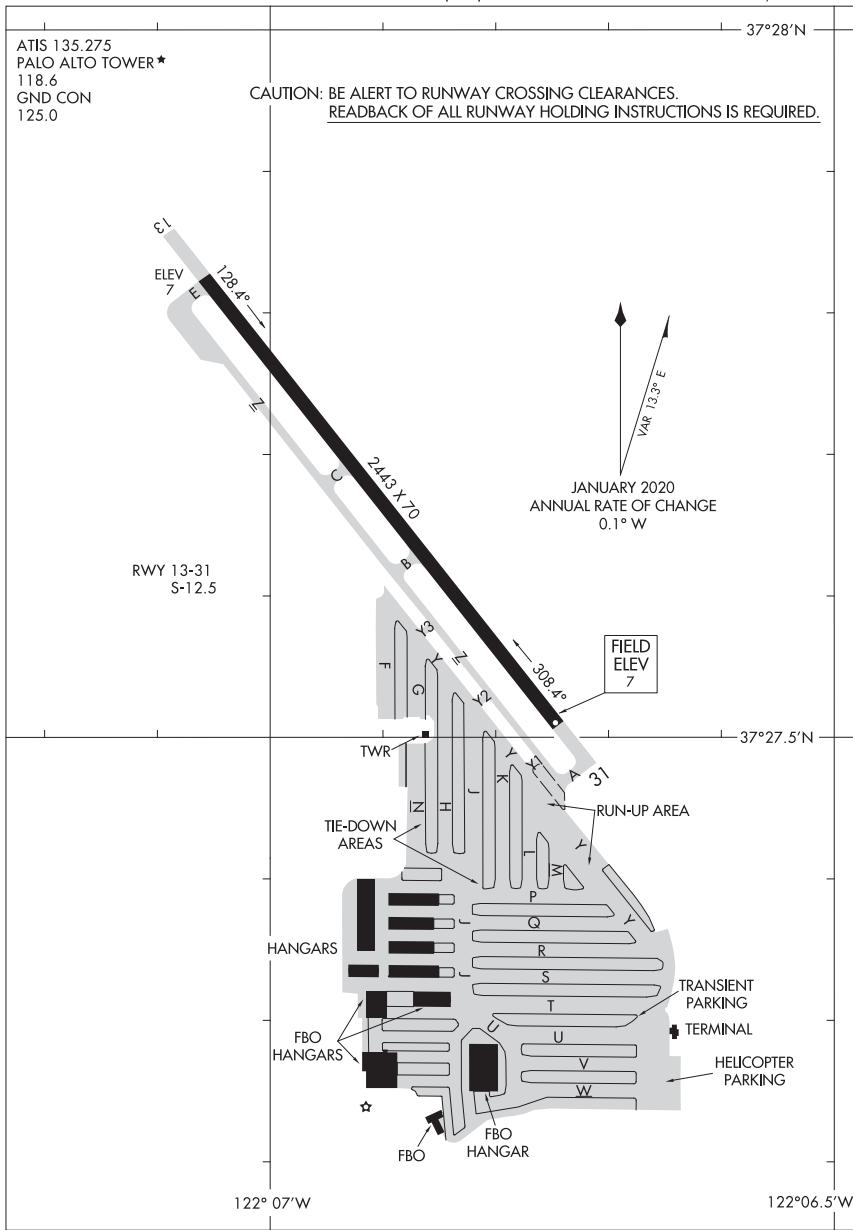
PALMDALE, CALIFORNIA

PALMDALE USAF PLANT 42 (PMD)

21336

AIRPORT DIAGRAM

AL-9216 (FAA)

PALO ALTO (PAO)
PALO ALTO, CALIFORNIA

AIRPORT DIAGRAM

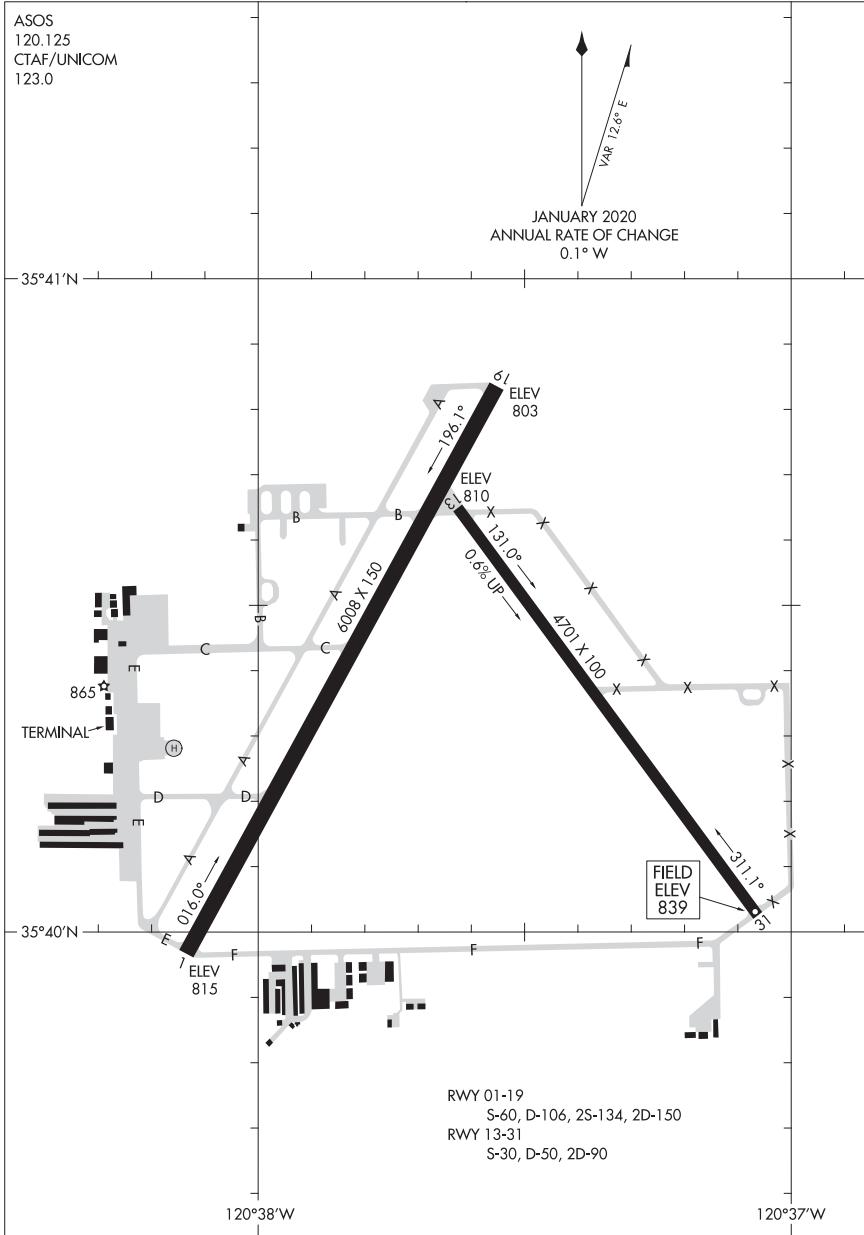
21336

PALO ALTO, CALIFORNIA
PALO ALTO (PAO)

20086

AIRPORT DIAGRAM

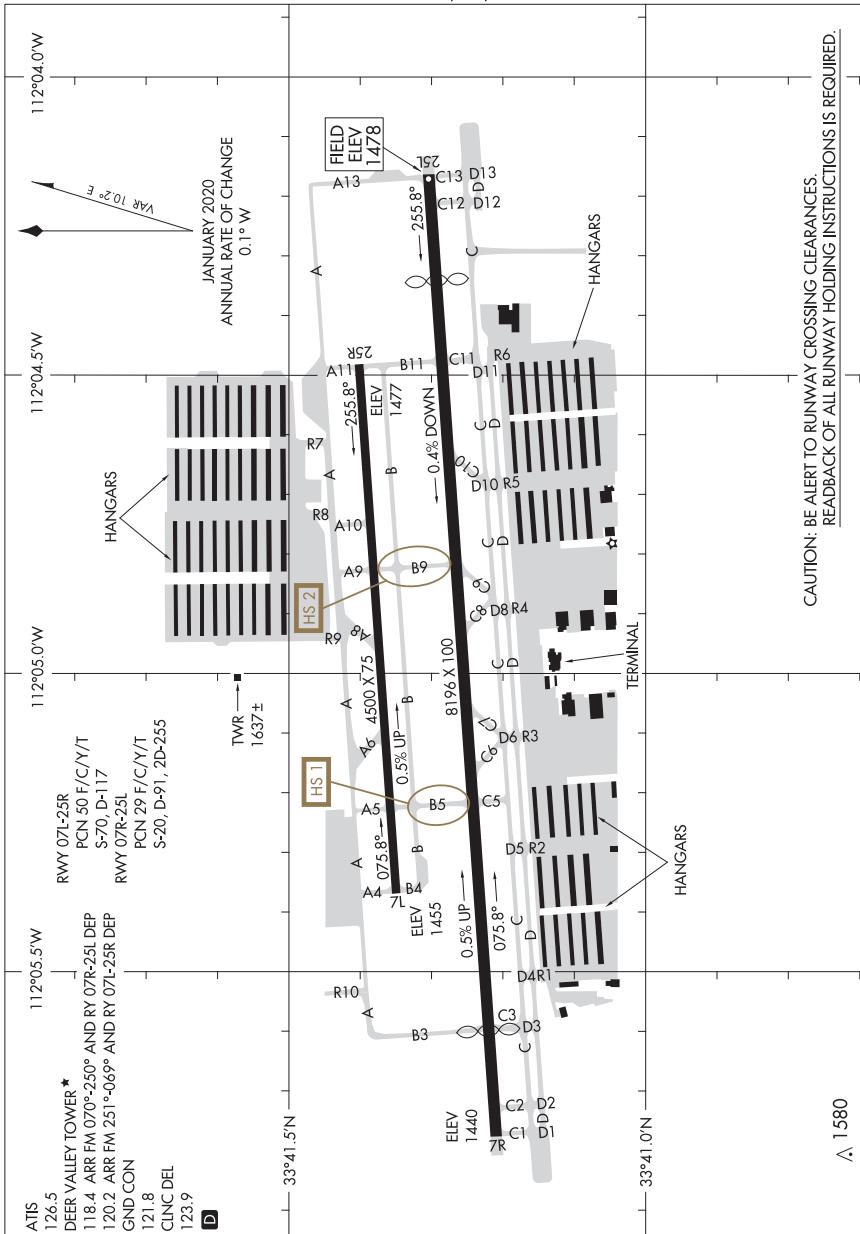
AI-858 (FAA)

PASO ROBLES MUNI (PRB)
PASO ROBLES, CALIFORNIA

22083

AIRPORT DIAGRAM

AL-6646 (FAA)

PHOENIX DEER VALLEY(DVT)
PHOENIX, ARIZONA

AIRPORT DIAGRAM

22083

PHOENIX, ARIZONA
PHOENIX DEER VALLEY(DVT)

22195

AIRPORT DIAGRAM

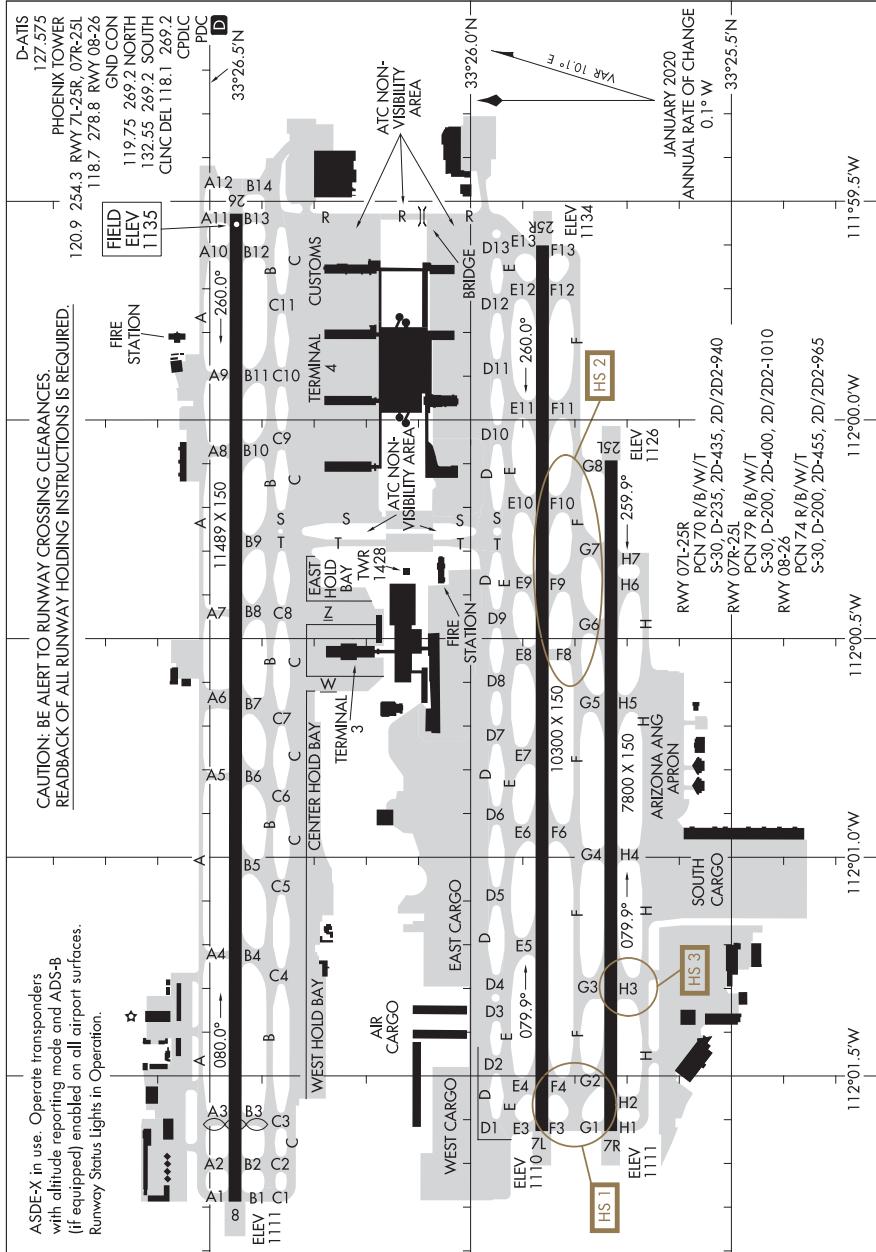
AL-322 (FAA)

PHOENIX SKY HARBOR INTL (PHX)

PHOENIX, ARIZONA

**CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.**

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces. Runway Status Lights in Operation.



AIRPORT DIAGRAM

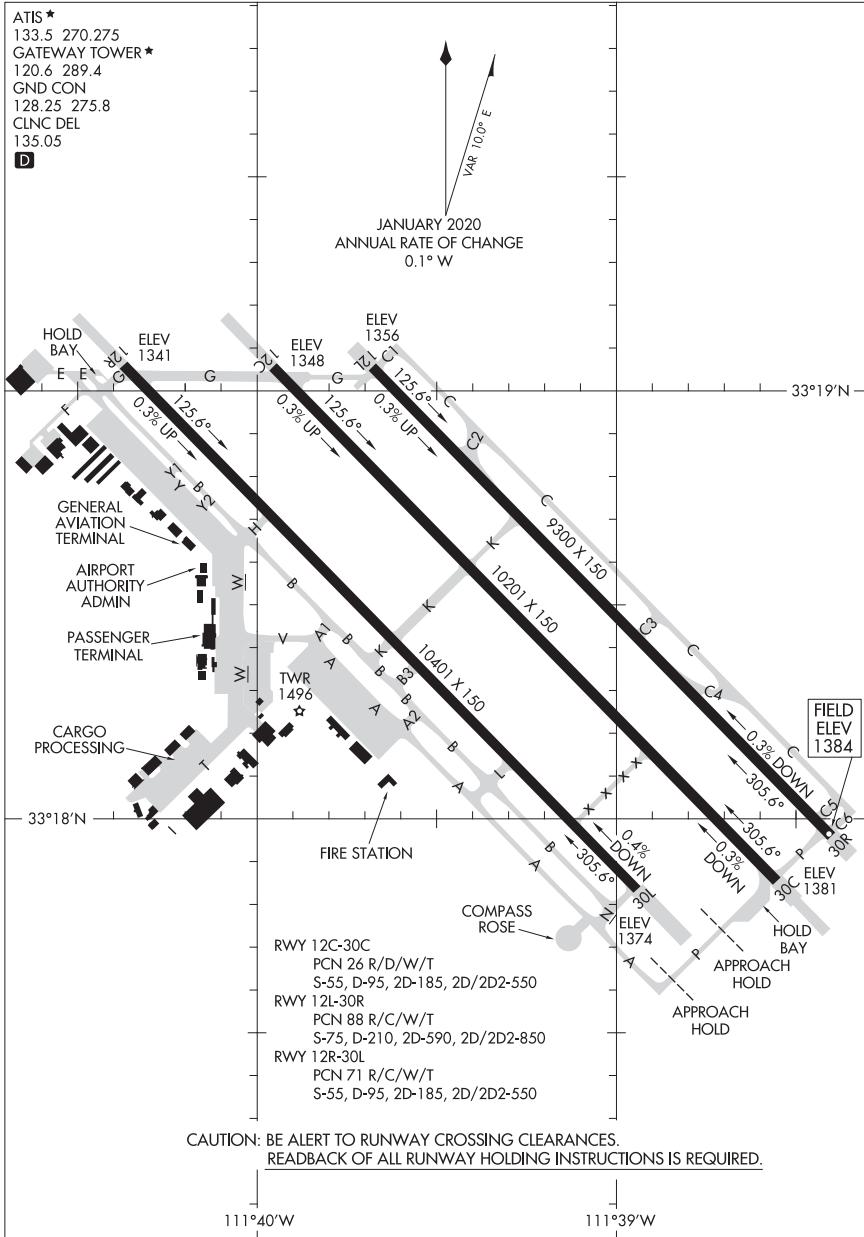
22195

PHOENIX, ARIZONA

22363

AIRPORT DIAGRAM

AI-74 (FAA)

PHOENIX-MESA GATEWAY (IWA)
PHOENIX, ARIZONA

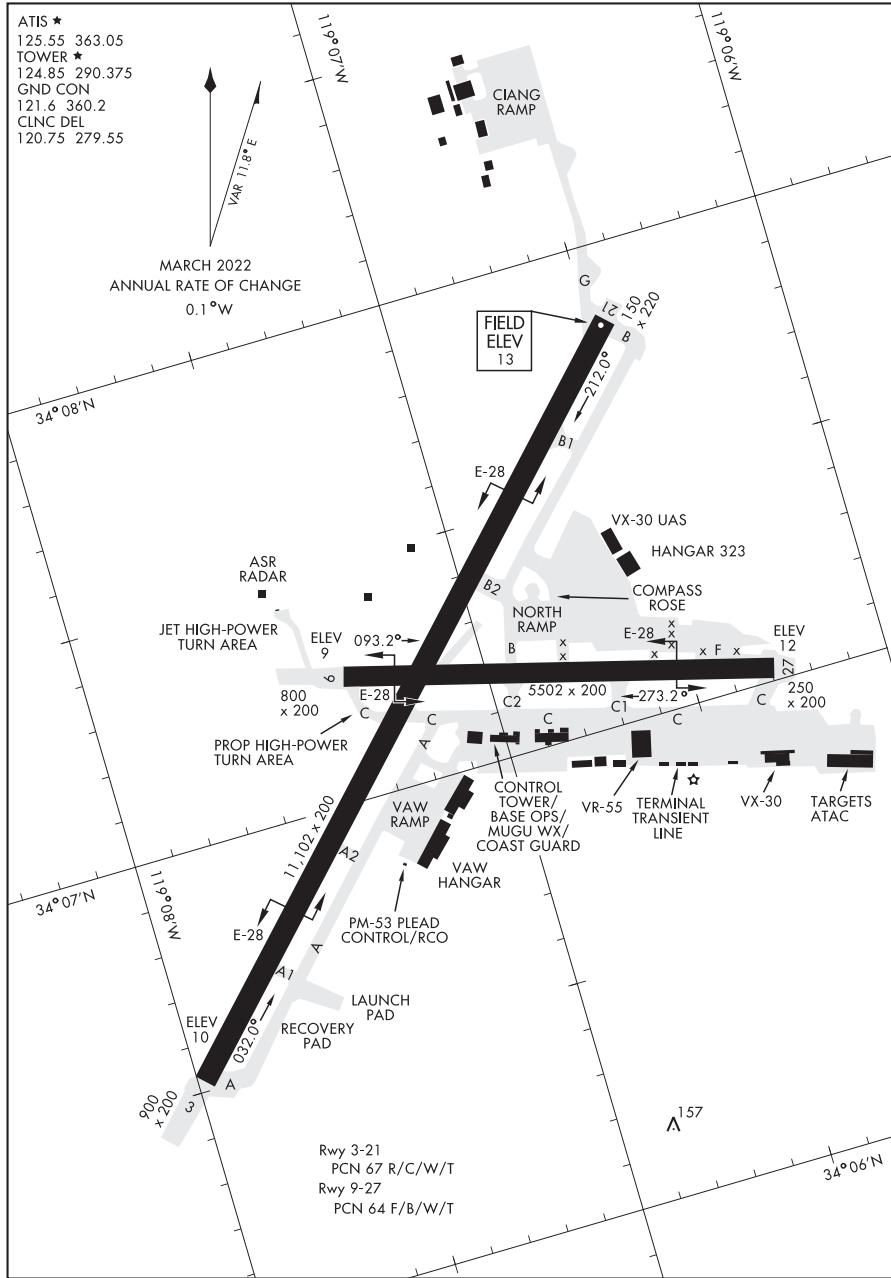
AIRPORT DIAGRAM

22363

22083

AIRPORT DIAGRAM
 POINT MUGU NAS (NAVAL BASE VENTURA CO) (KNTD)
 AI-925 (MIL)

OXNARD, CALIFORNIA

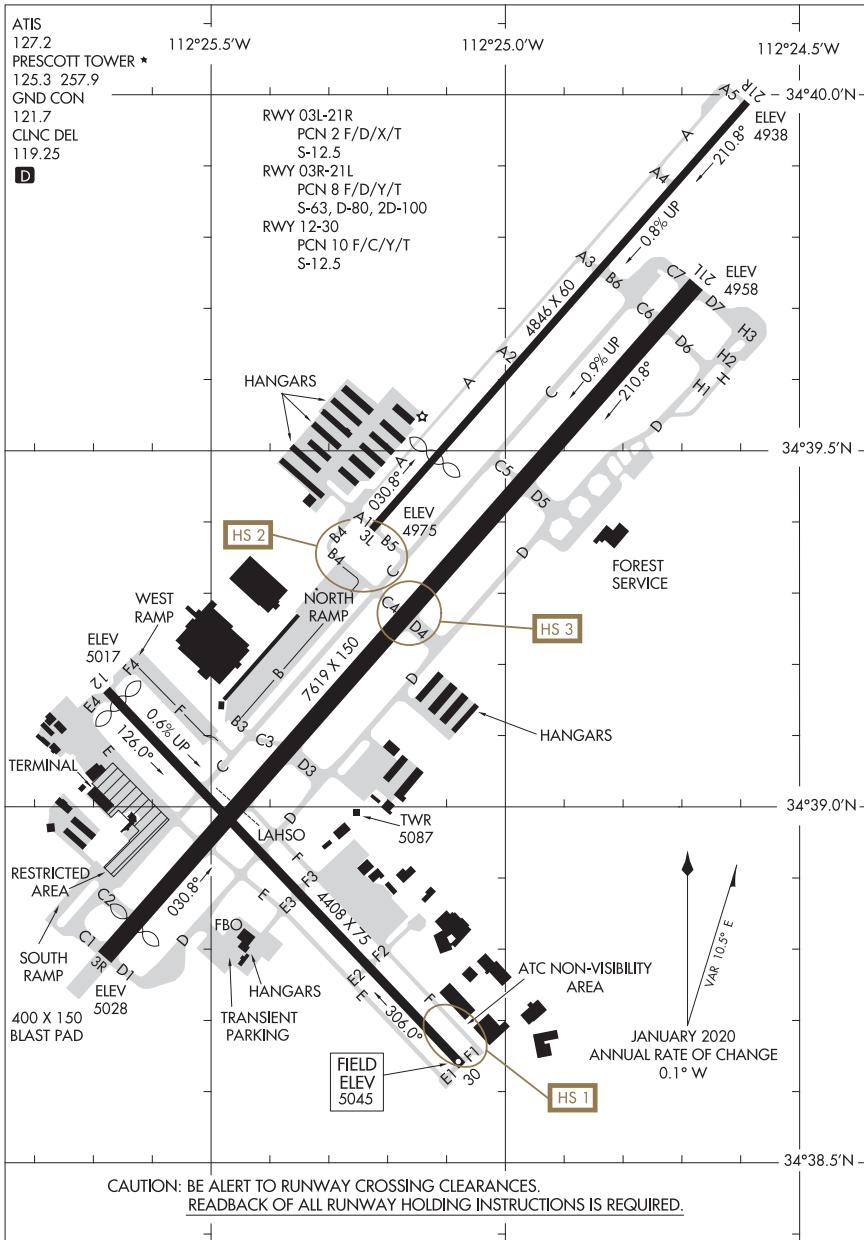


22195

AIRPORT DIAGRAM

PREScott RGNL - ERNEST A LOVE FLD (PRC)
AL-546 (FAA)

PREScott, Arizona



AIRPORT DIAGRAM

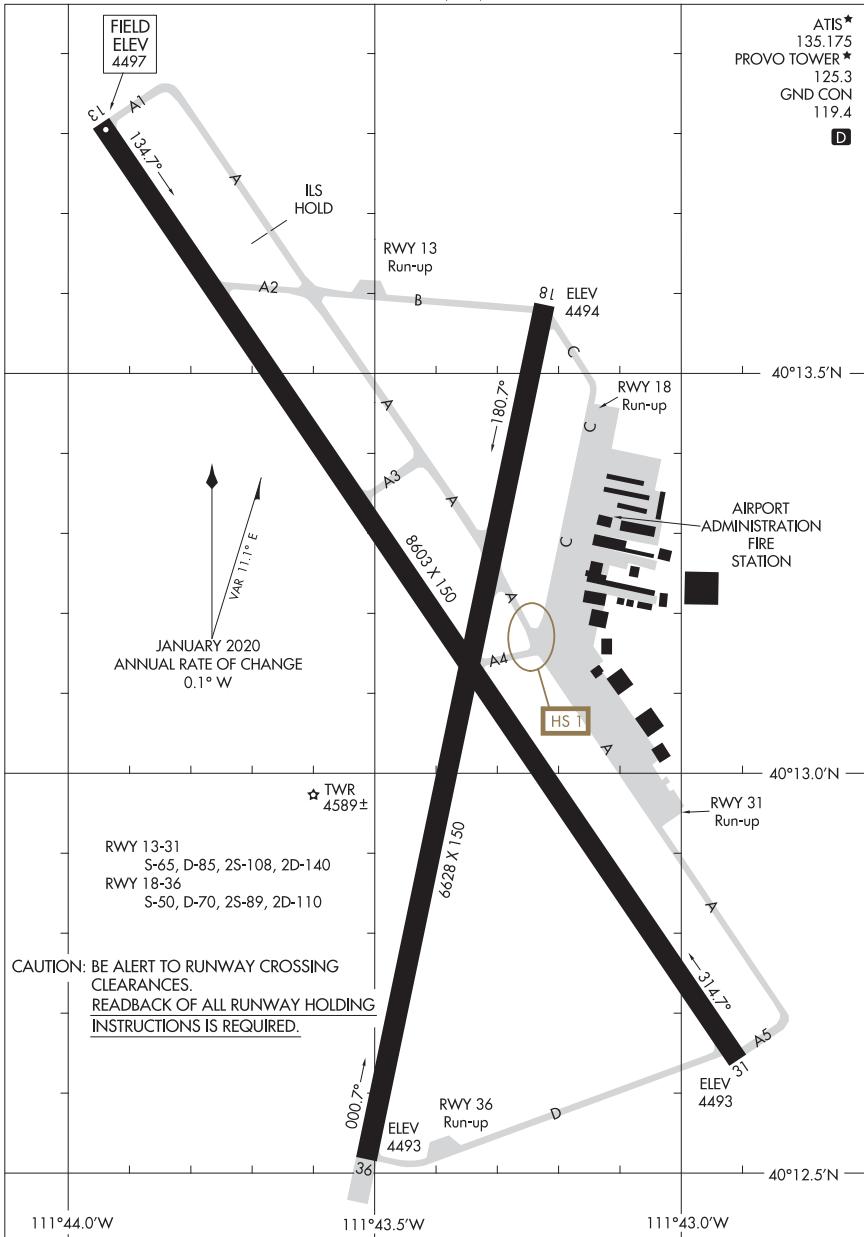
22195

PREScott, Arizona
PREScott RGNL - ERNEST A LOVE FLD (PRC)

20086

AIRPORT DIAGRAM

AI-683 (FAA)

PROVO MUNI (PVU)
PROVO, UTAH

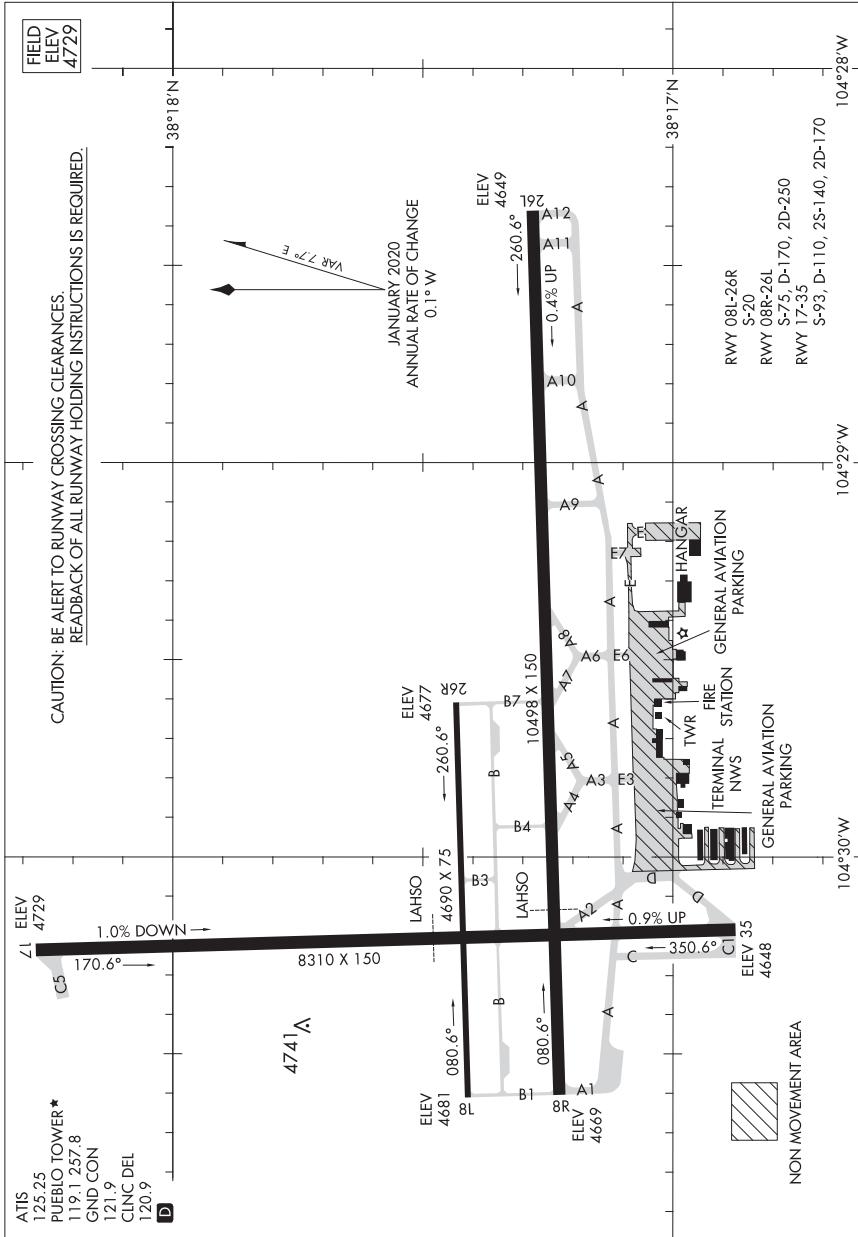
AIRPORT DIAGRAM

20086

22139

AIRPORT DIAGRAM

AL-334 (FAA)

PUEBLO MEML (PUB)
PUEBLO, COLORADO

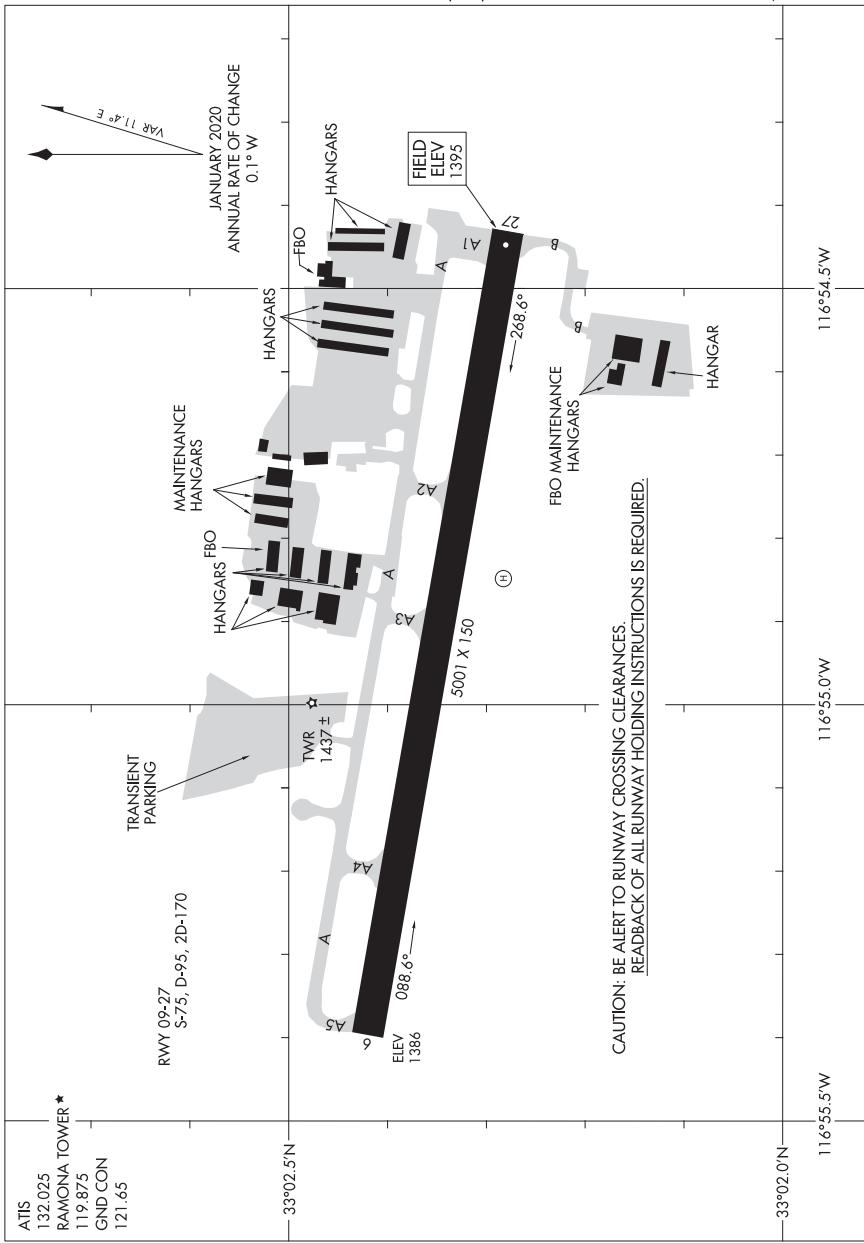
AIRPORT DIAGRAM

22139

22083

AIRPORT DIAGRAM

AI-6667 (FAA)

RAMONA (RNM)
RAMONA, CALIFORNIA

AIRPORT DIAGRAM

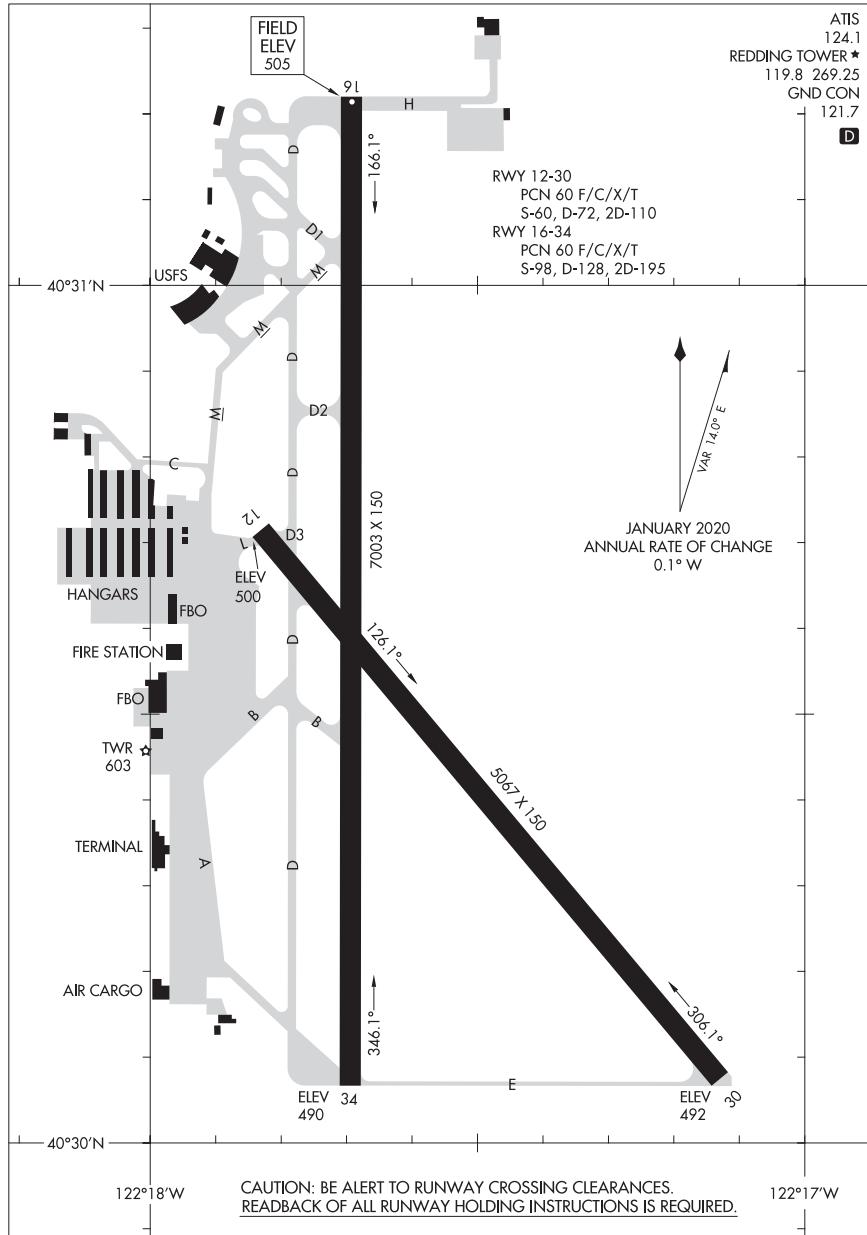
22083

RAMONA, CALIFORNIA
RAMONA (RNM)

20086

AIRPORT DIAGRAM

AL-688 (FAA)

REDDING MUNI (RDD)
REDDING, CALIFORNIA

AIRPORT DIAGRAM

20086

REDDING, CALIFORNIA
REDDING MUNI (RDD)

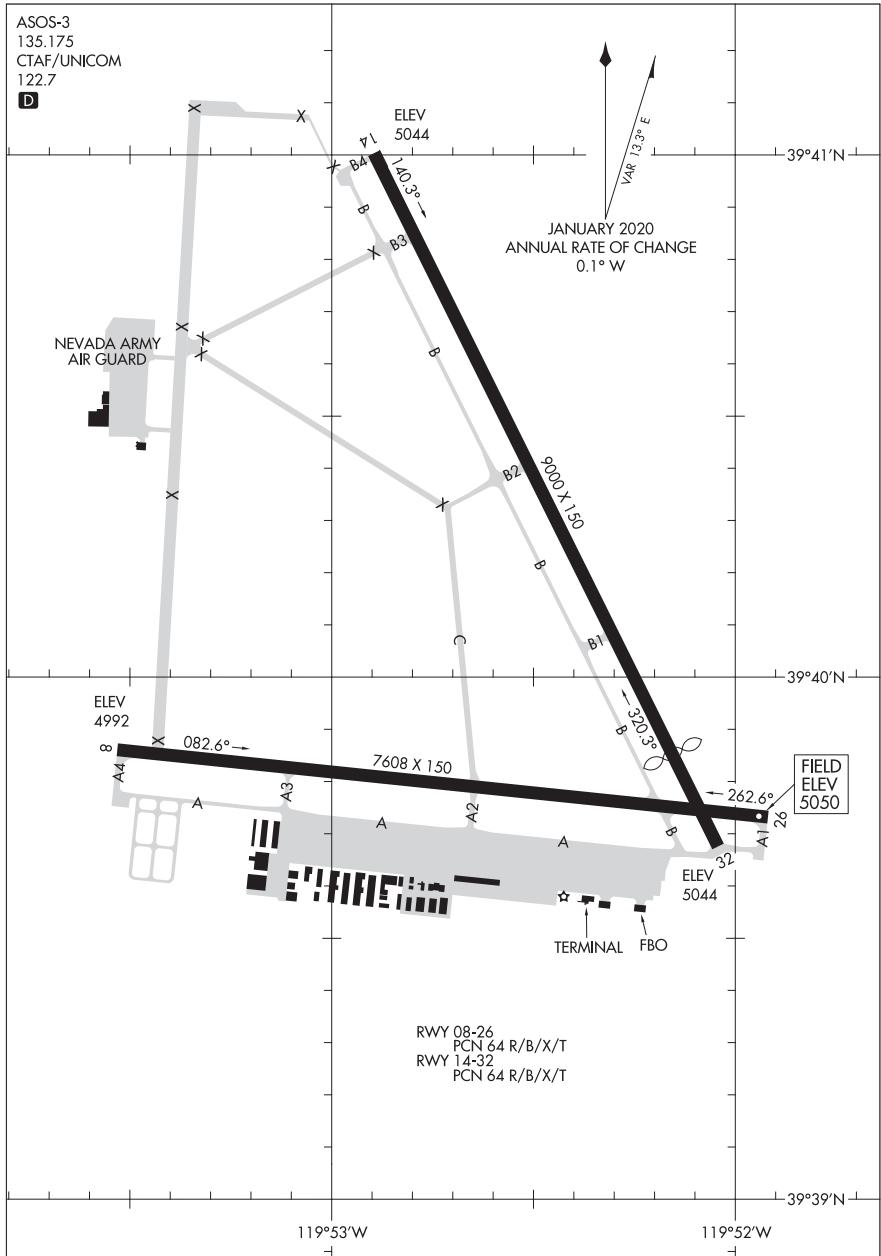
22083

AIRPORT DIAGRAM

ASOS-3
135.175
CTAF/UNICOM
122.7
D

AL-524 (FAA)

RENO/STEAD (RTS)
RENO, NEVADA



AIRPORT DIAGRAM

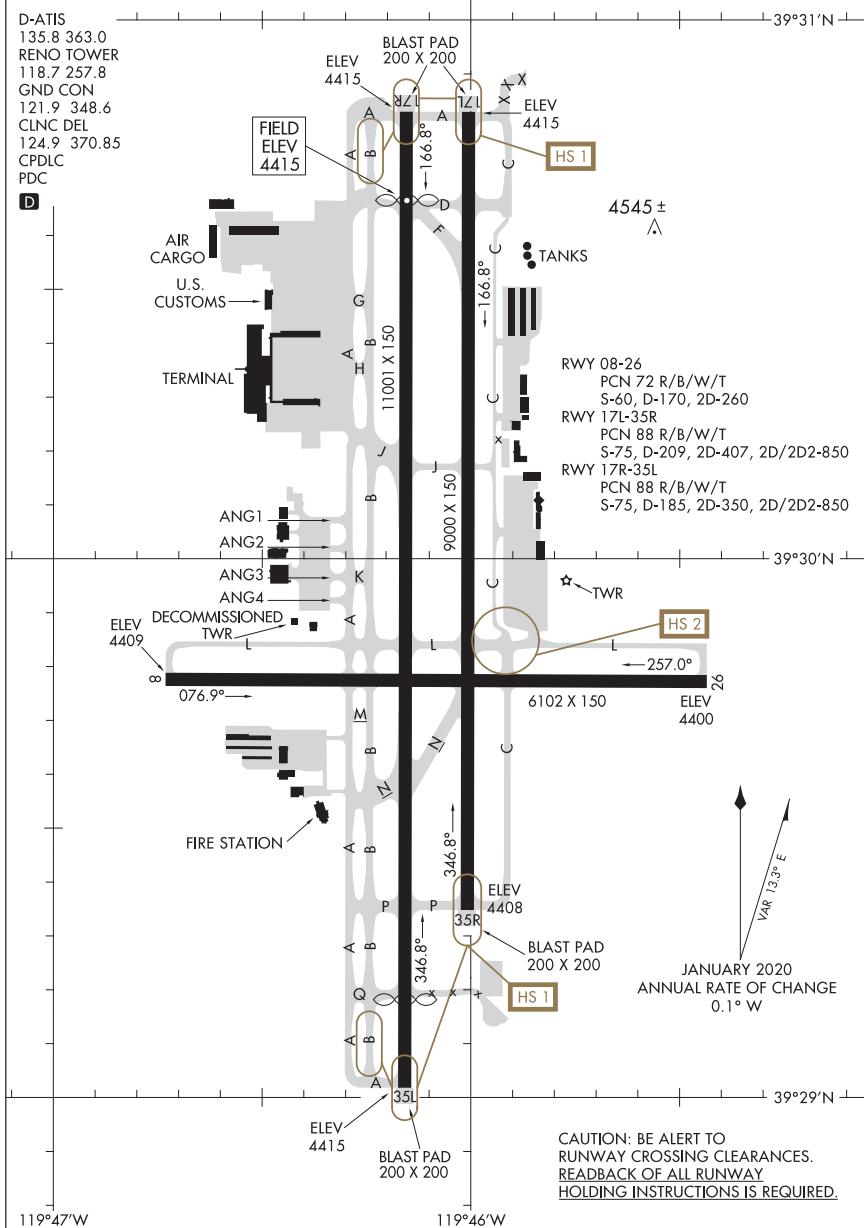
22083

RENO, NEVADA
RENO/STEAD (RTS)

22307

AIRPORT DIAGRAM

AI-346 (FAA)

RENO/TAHOE INTL (RNO)
RENO, NEVADA

AIRPORT DIAGRAM

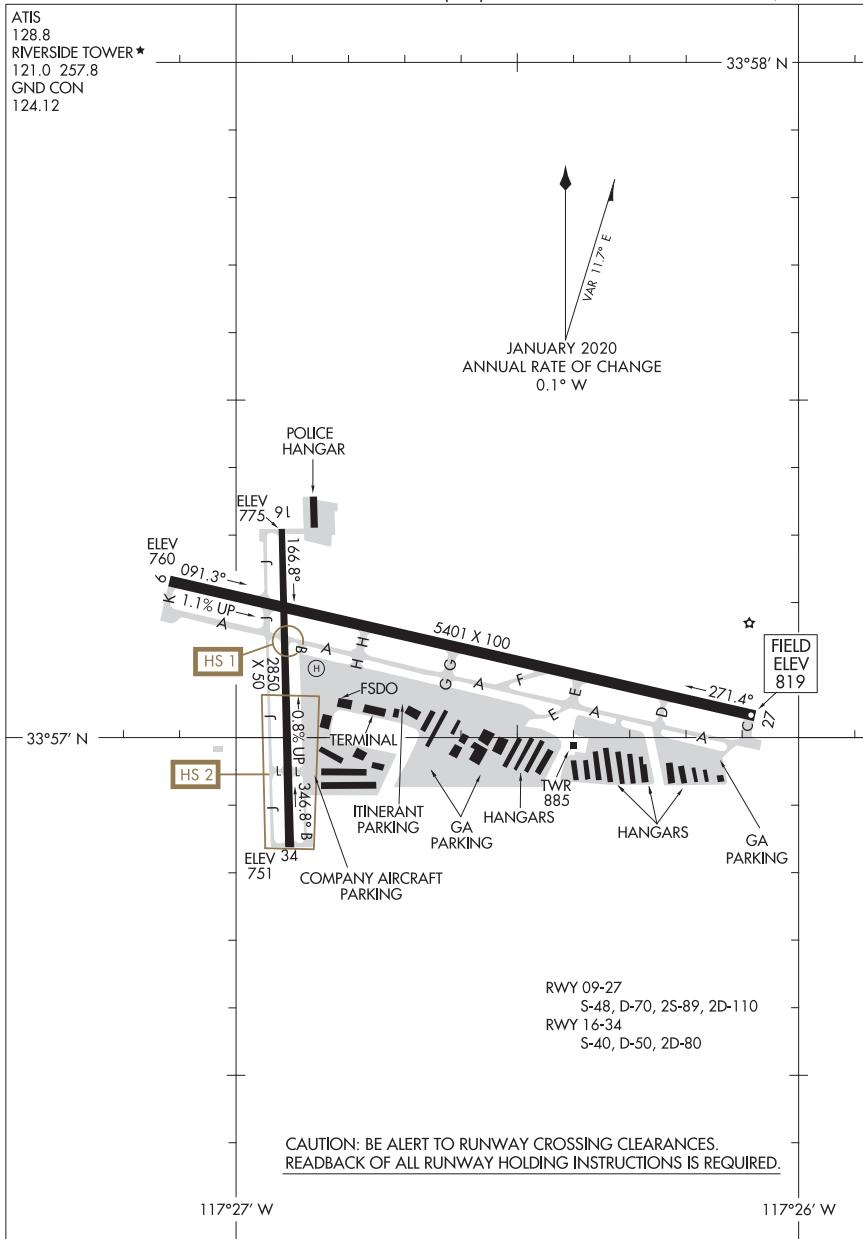
22307

RENO, NEVADA
RENO/TAHOE INTL (RNO)

22307

AIRPORT DIAGRAM

AL-769 (FAA)

RIVERSIDE MUNI (RAL)
RIVERSIDE, CALIFORNIA

AIRPORT DIAGRAM

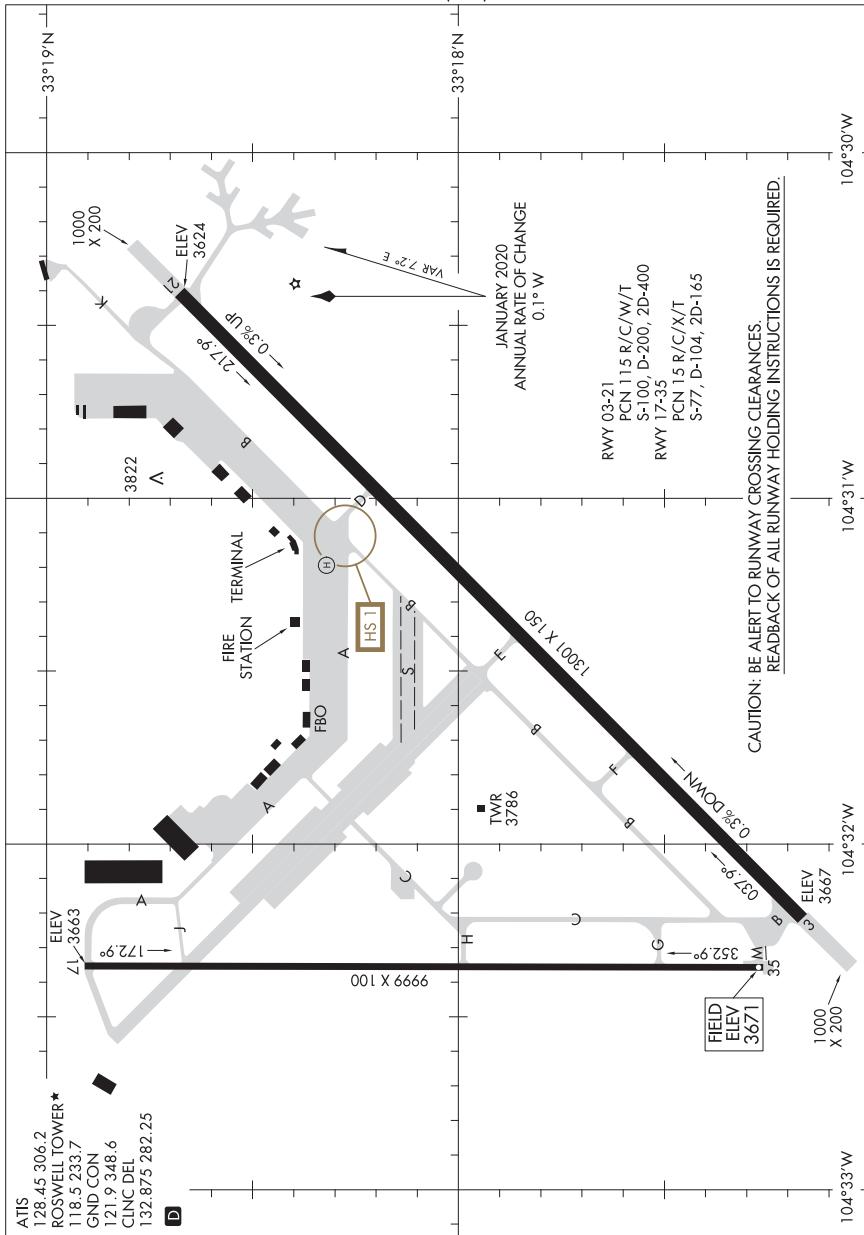
22307

RIVERSIDE, CALIFORNIA
RIVERSIDE MUNI (RAL)

20142

AIRPORT DIAGRAM

AL-354 (FAA)

ROSWELL AIR CENTER (ROW)
ROSWELL, NEW MEXICO

AIRPORT DIAGRAM

20142

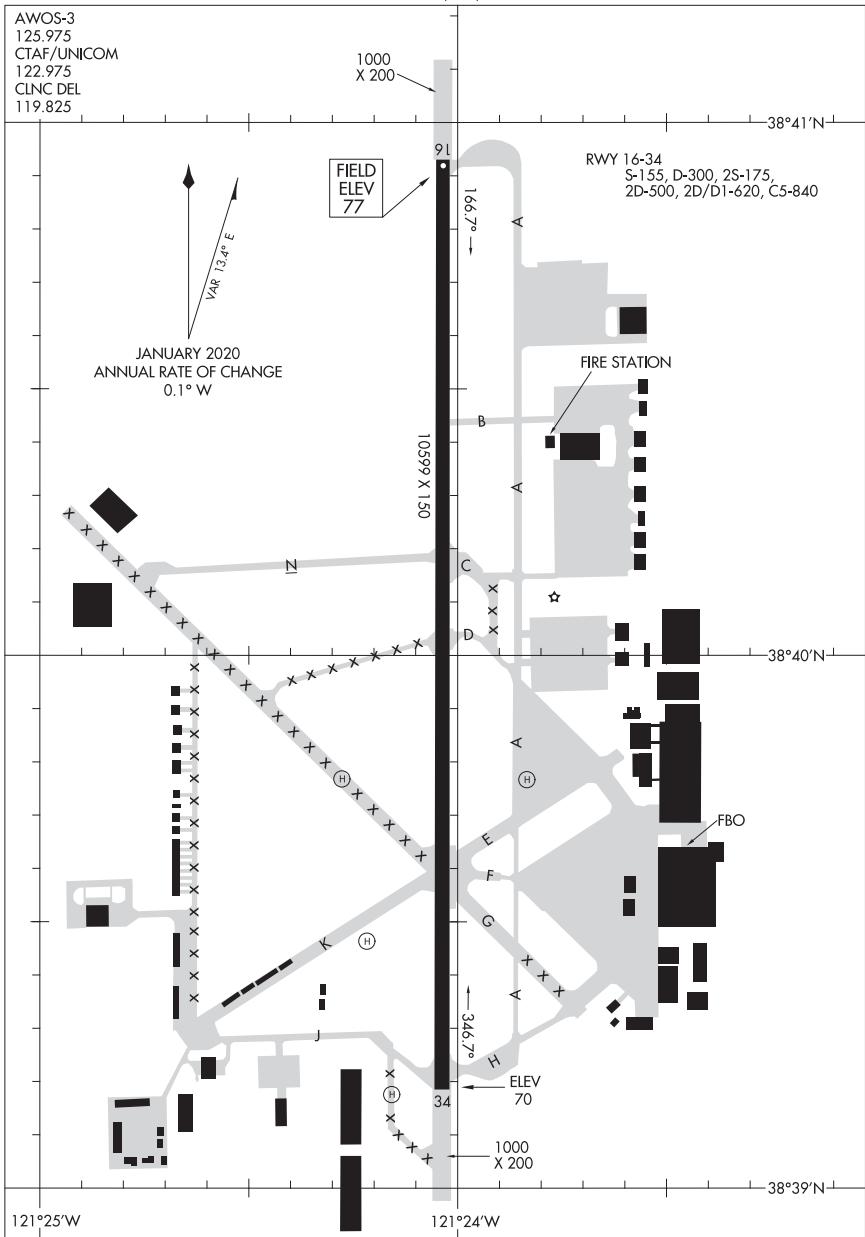
ROSWELL, NEW MEXICO
ROSWELL AIR CENTER (ROW)

20086

AIRPORT DIAGRAM

AWOS-3
125.975
CTAF/UNICOM
122.975
CLNC DEL
119.825

AL-357 (FAA)

MC CLELLAN AIRFIELD (MCC)
SACRAMENTO, CALIFORNIA**AIRPORT DIAGRAM**

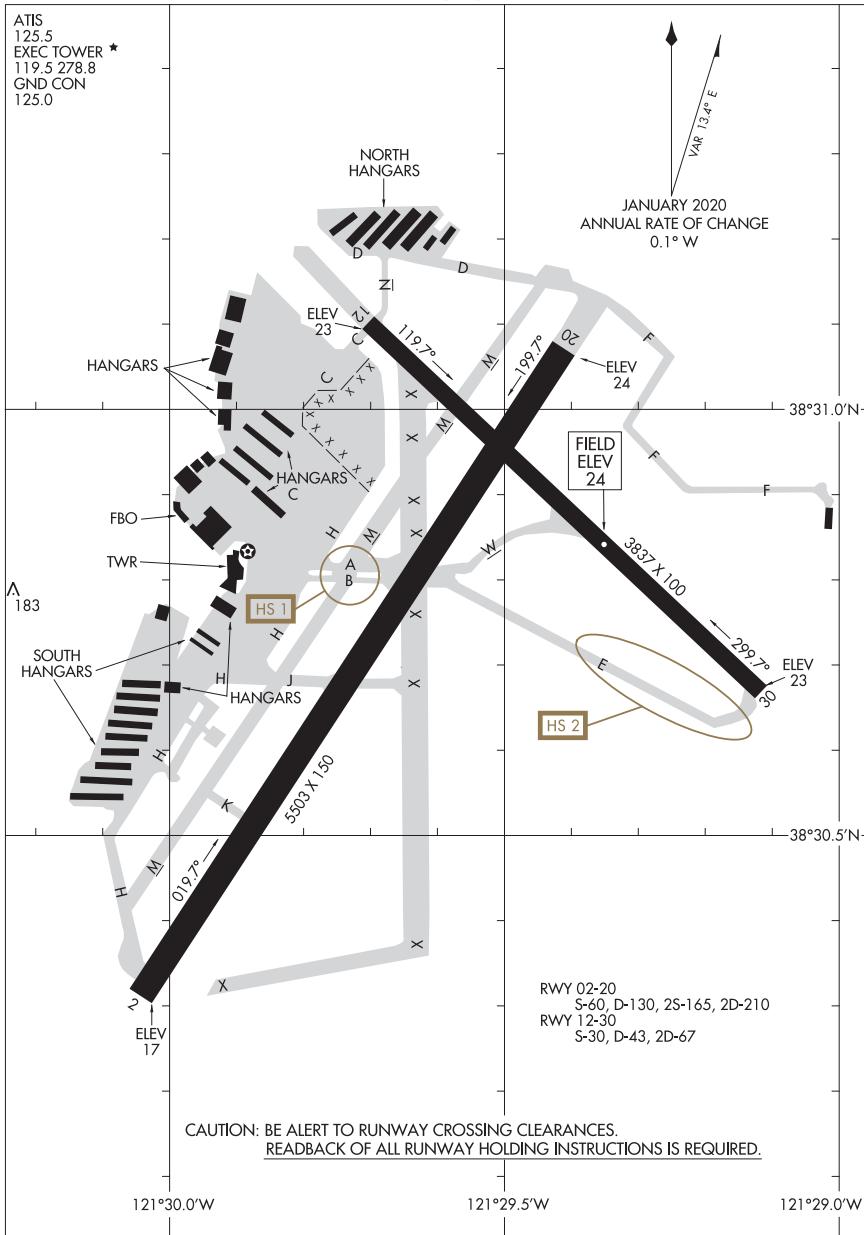
20086

SACRAMENTO, CALIFORNIA
MC CLELLAN AIRFIELD (MCC)

22195

AIRPORT DIAGRAM

AI-358 (FAA)

SACRAMENTO EXEC (SAC)
SACRAMENTO, CALIFORNIA

AIRPORT DIAGRAM

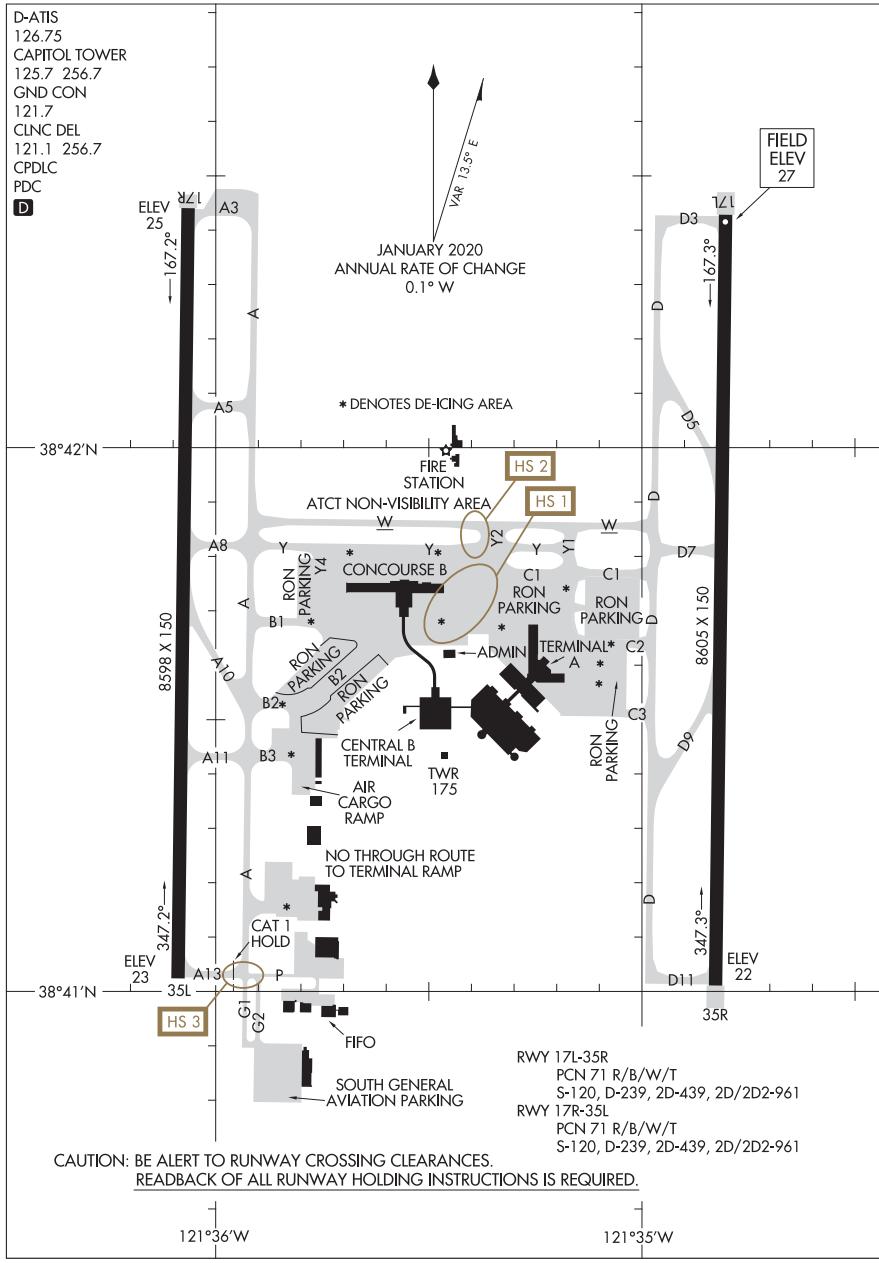
22195

SACRAMENTO, CALIFORNIA
SACRAMENTO EXEC (SAC)

AIRPORT DIAGRAM

22195

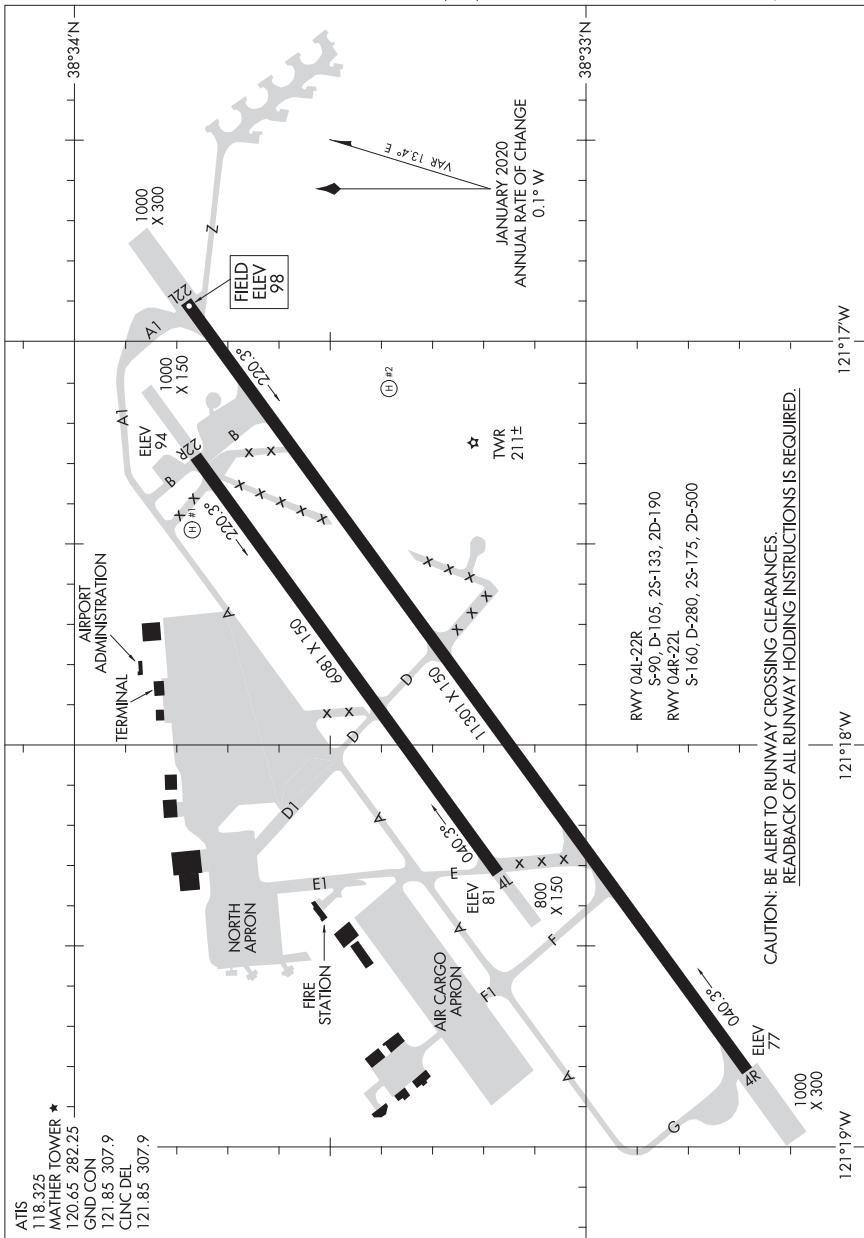
AL-5490 (FAA)

SACRAMENTO INTL (SMF)
SACRAMENTO, CALIFORNIA

20086

AIRPORT DIAGRAM

AL-356 (FAA)

SACRAMENTO MATHER (MHR)
SACRAMENTO, CALIFORNIA

AIRPORT DIAGRAM

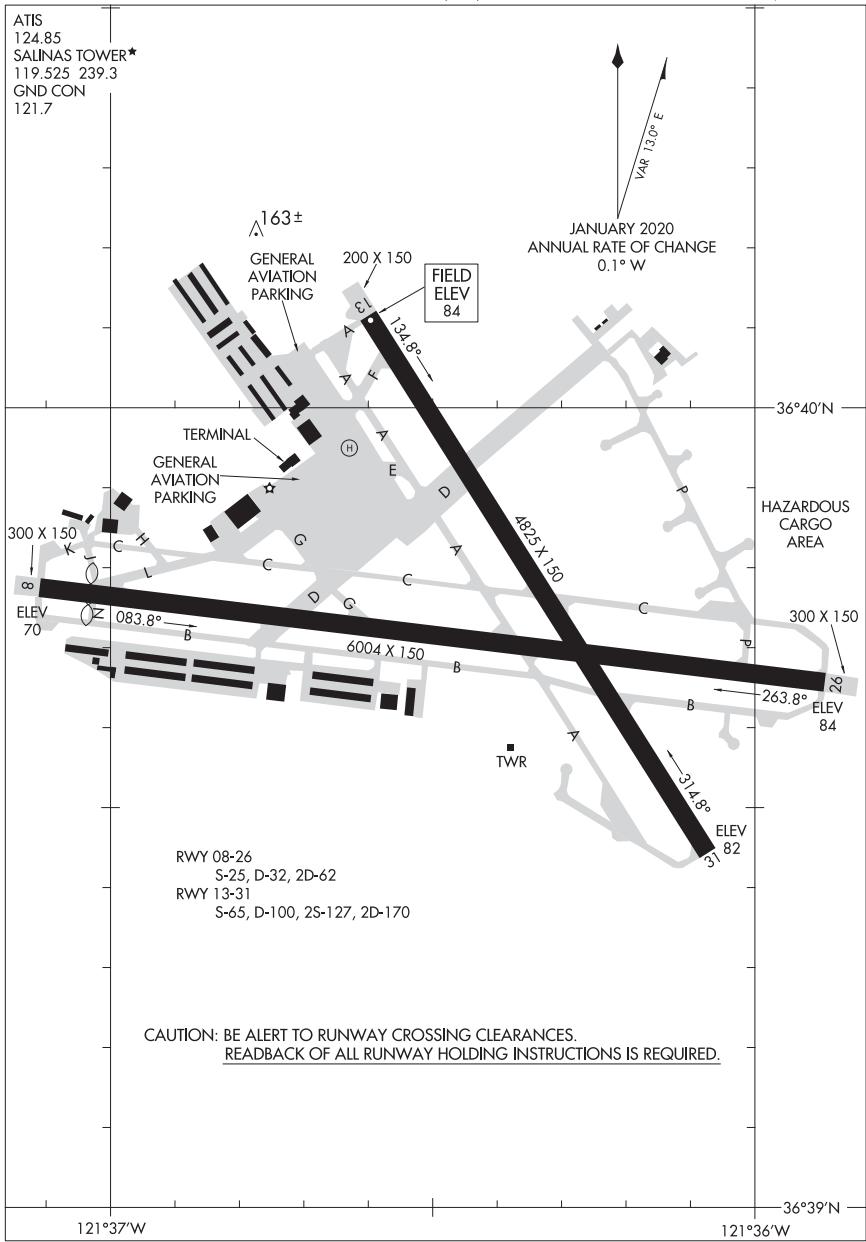
20086

SACRAMENTO, CALIFORNIA
SACRAMENTO MATHER (MHR)

21224

AIRPORT DIAGRAM

AI-363 (FAA)

SALINAS MUNI (SNS)
SALINAS, CALIFORNIA

AIRPORT DIAGRAM

21224

SALINAS, CALIFORNIA
SALINAS MUNI (SNS)

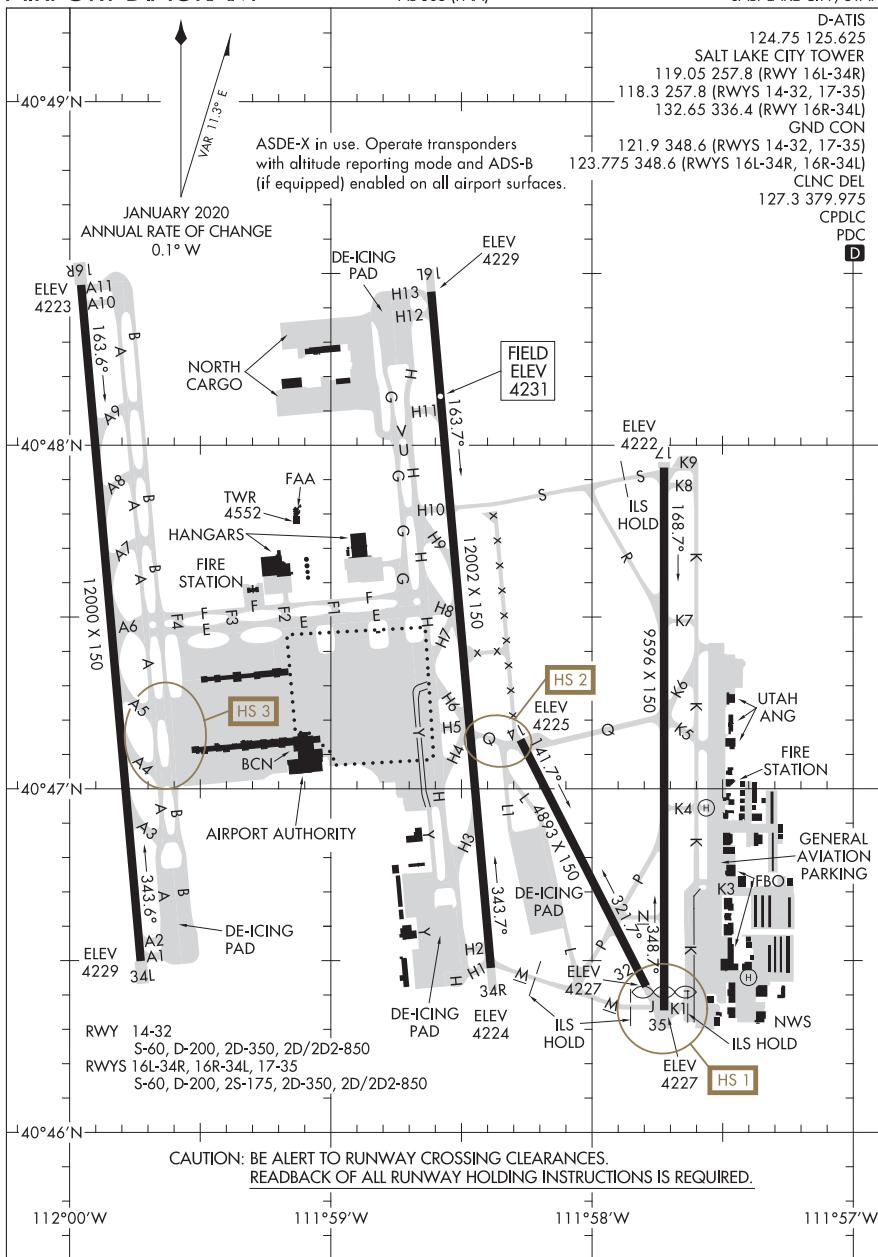
22195

AIRPORT DIAGRAM

AL-365 (FAA)

SALT LAKE CITY INTL (SLC)

SALT LAKE CITY, UTAH



AIRPORT DIAGRAM

22195

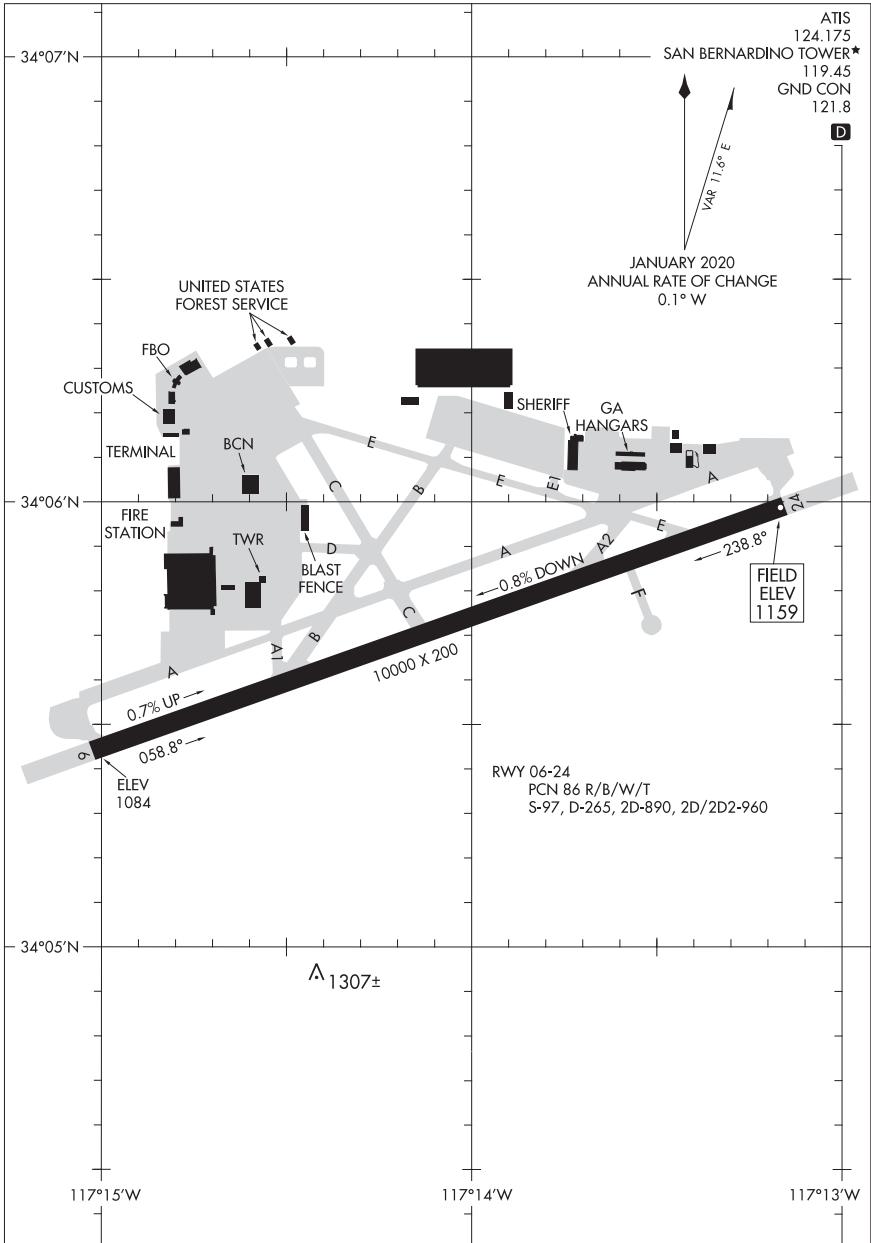
SALT LAKE CITY, UTAH

SALT LAKE CITY INTL (SLC)

21168

AIRPORT DIAGRAM

AL-547 (FAA)

SAN BERNARDINO INTL (SBD)
SAN BERNARDINO, CALIFORNIA

AIRPORT DIAGRAM

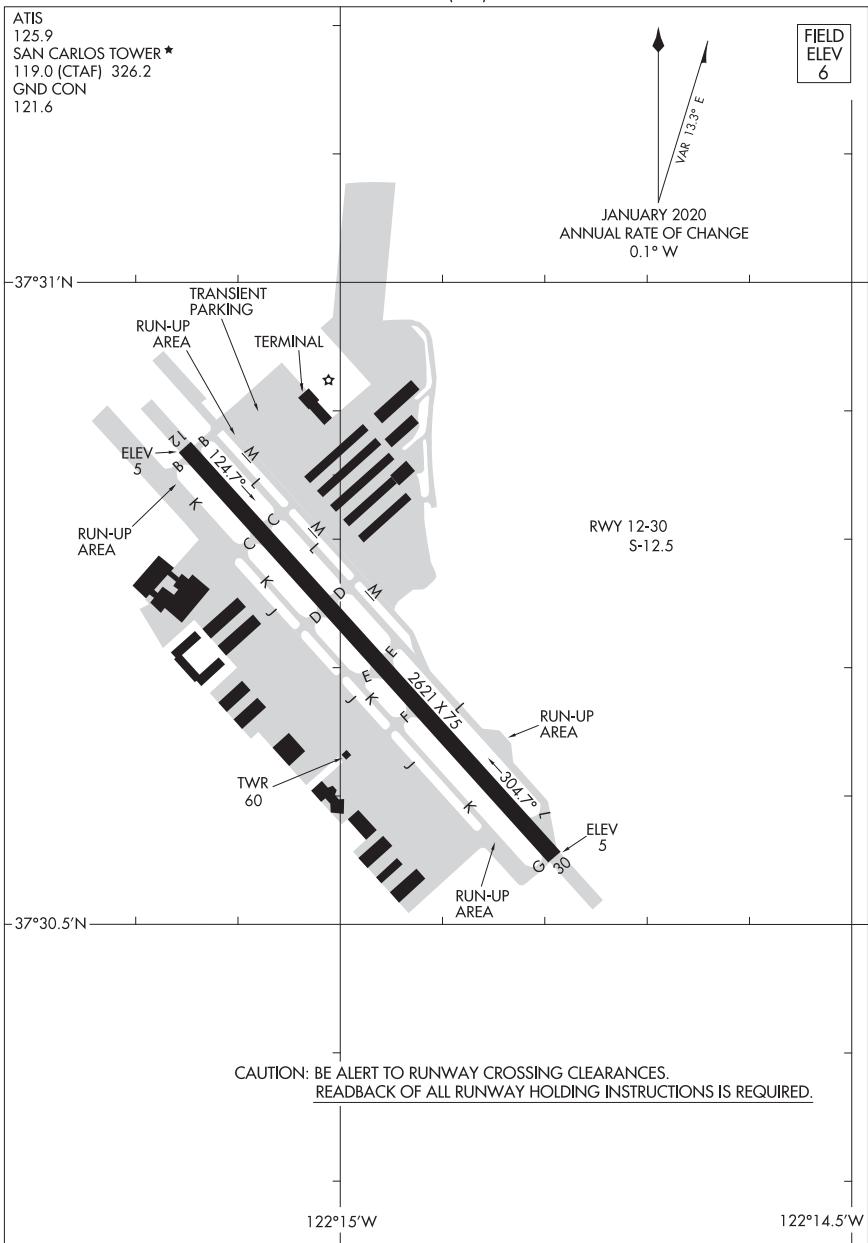
21168

SAN BERNARDINO, CALIFORNIA
SAN BERNARDINO INTL (SBD)

20086

AIRPORT DIAGRAM

AL-9219 (FAA)

SAN CARLOS (SQL)
SAN CARLOS, CALIFORNIA

AIRPORT DIAGRAM

20086

SAN CARLOS, CALIFORNIA
SAN CARLOS (SQL)

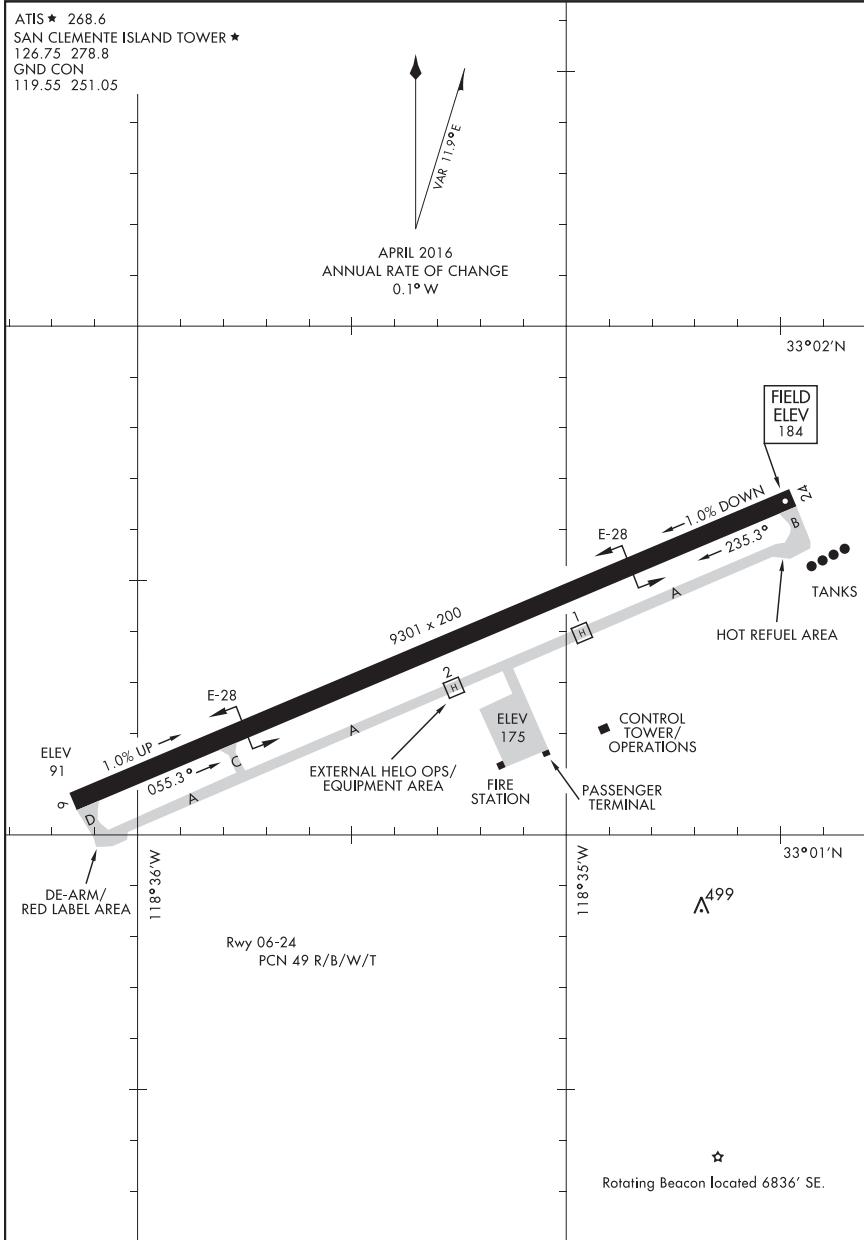
18200

AIRPORT DIAGRAM

SAN CLEMENTE ISLAND NALF (FREDERICK SHERMAN FLD) (KNUC)

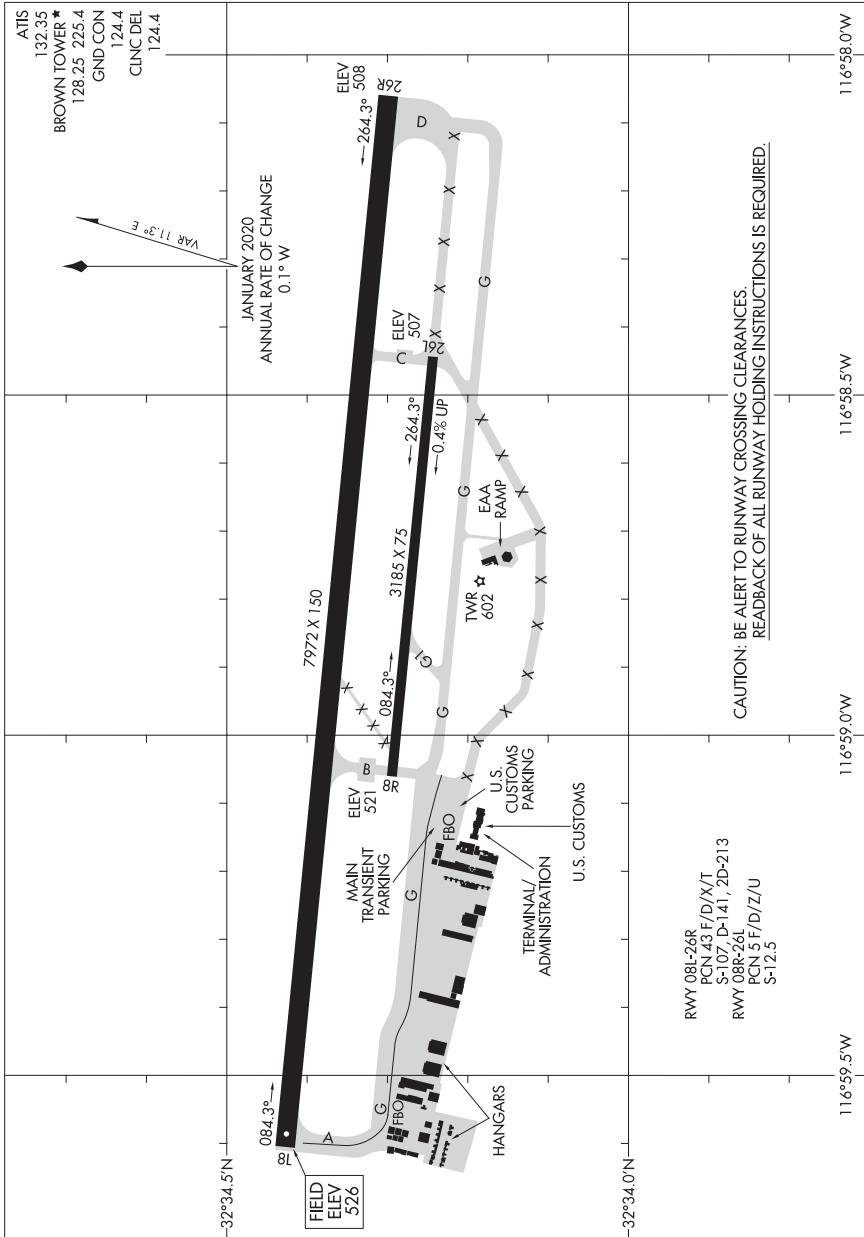
AFD-5126 [USN]

SAN CLEMENTE ISLAND, CALIFORNIA



21168

AIRPORT DIAGRAM



AIRPORT DIAGRAM

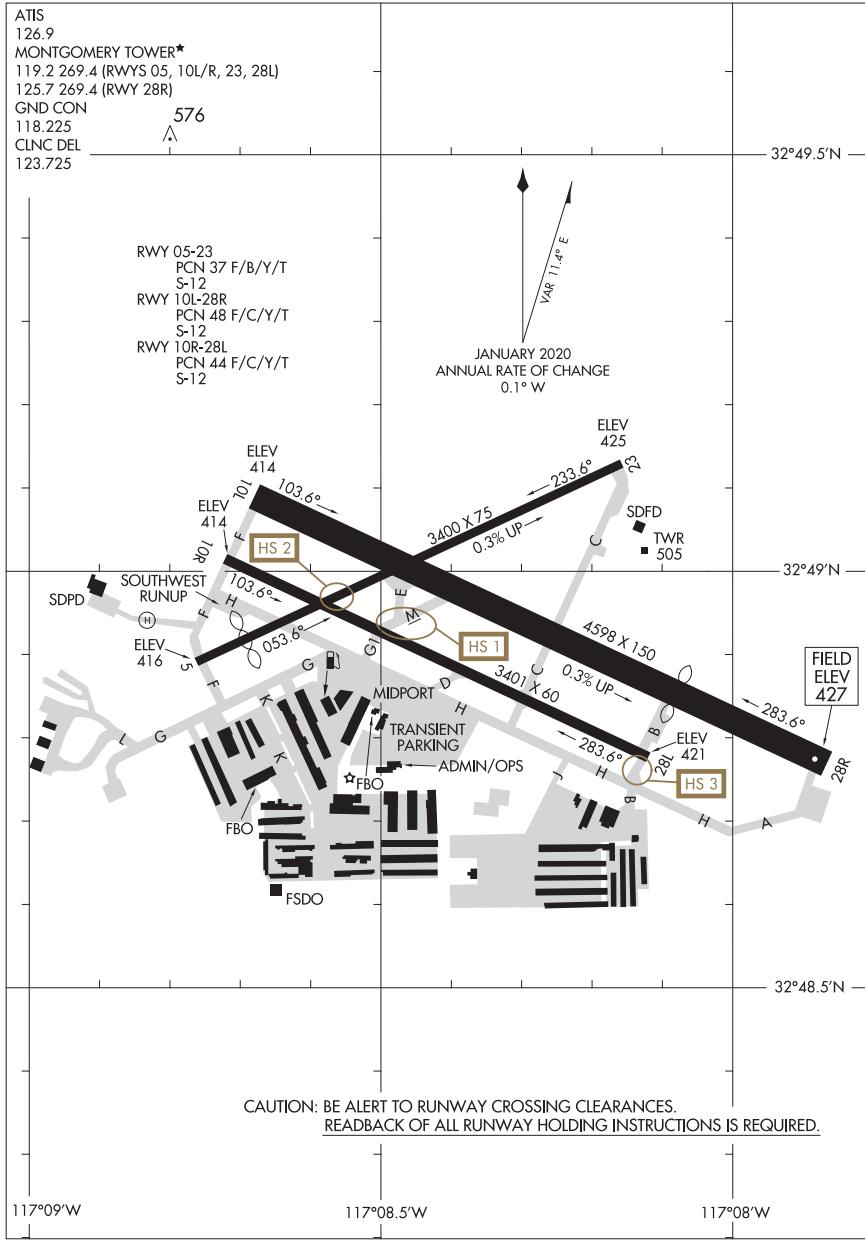
21168

SAN DIEGO, CALIFORNIA
BROWN FLD MUNI (SDM)

22083

AIRPORT DIAGRAM

AL-5401 (FAA)

MONTGOMERY-GIBBS EXEC (MYF)
SAN DIEGO, CALIFORNIA

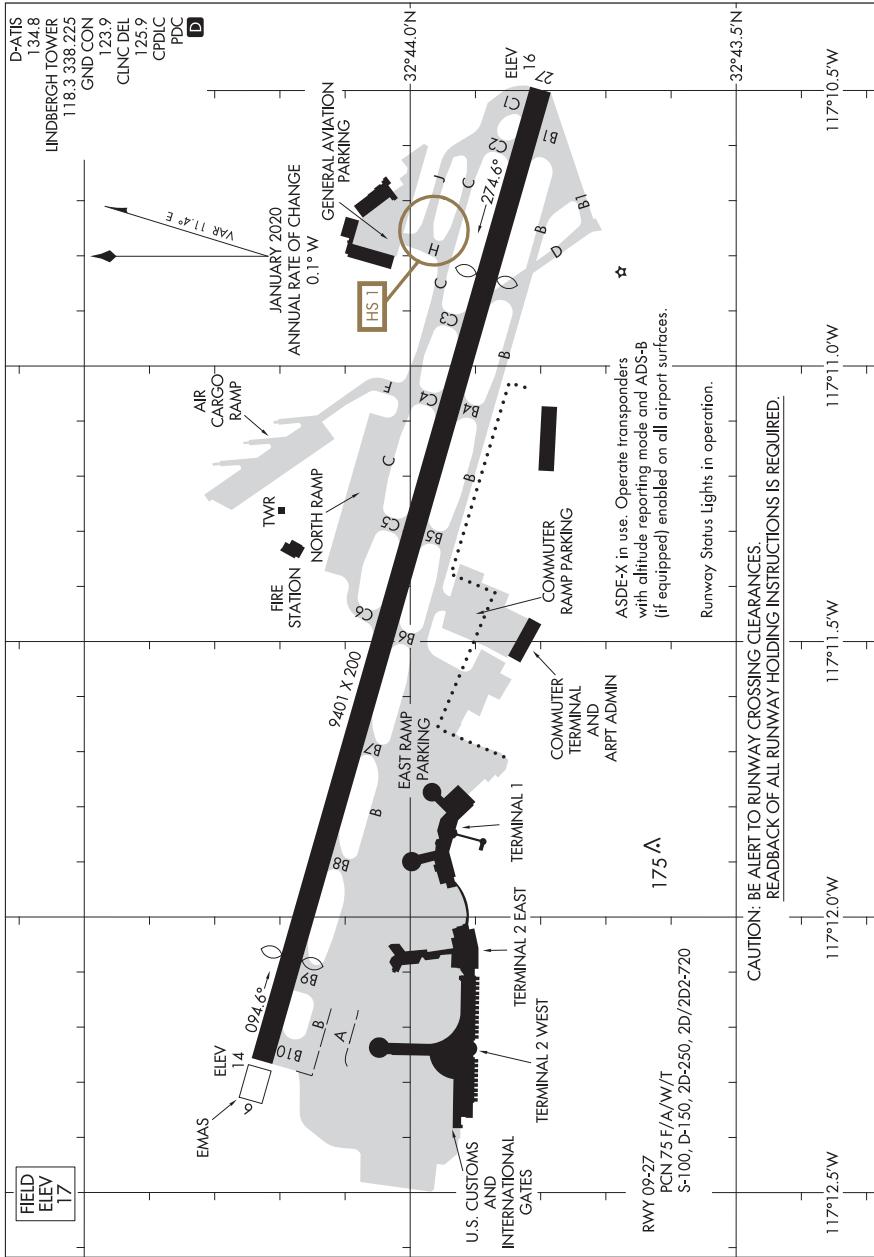
AIRPORT DIAGRAM

22083

SAN DIEGO, CALIFORNIA
MONTGOMERY-GIBBS EXEC (MYF)

22251

AIRPORT DIAGRAM



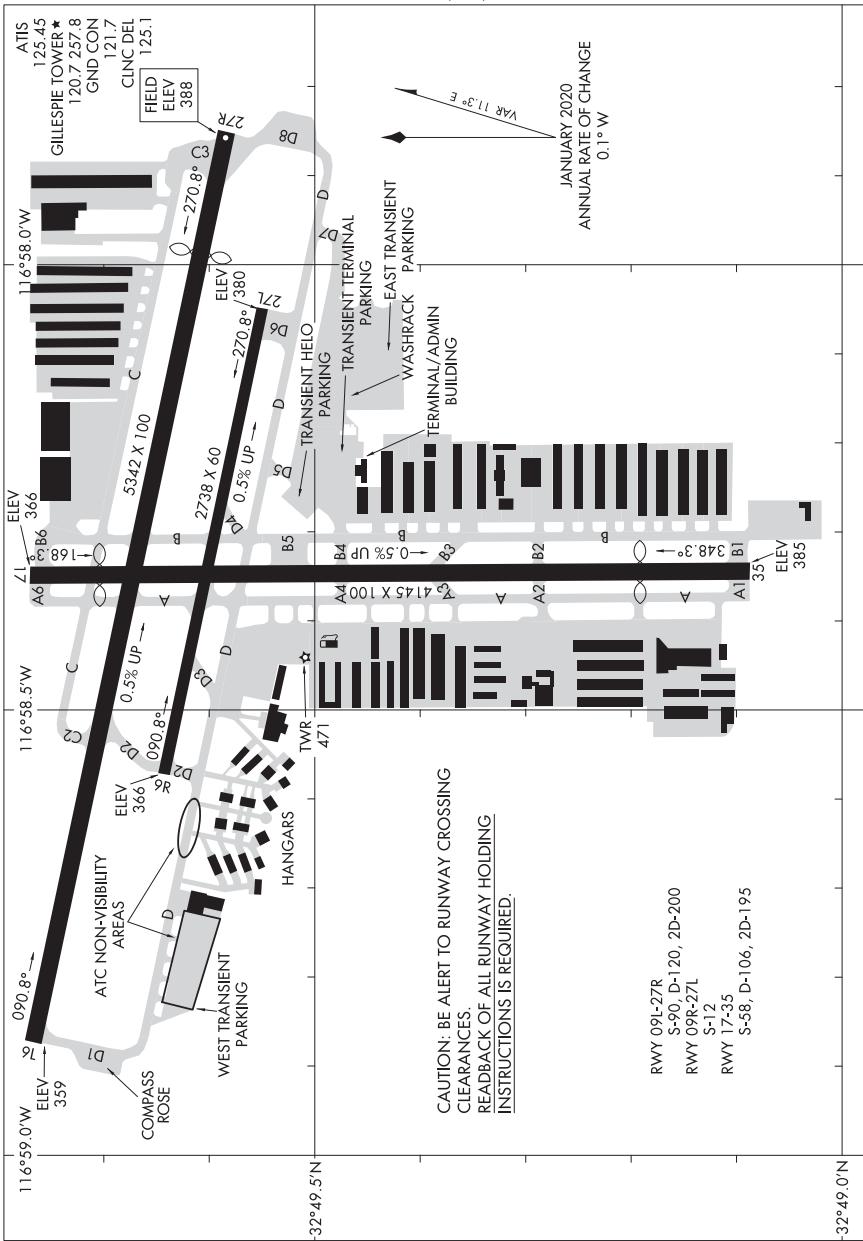
AIRPORT DIAGRAM

22251

22083

AIRPORT DIAGRAM

AL-5402 (FAA)

GILLESPIE FLD (SEE)
 SAN DIEGO/EL CAJON, CALIFORNIA
**AIRPORT DIAGRAM**

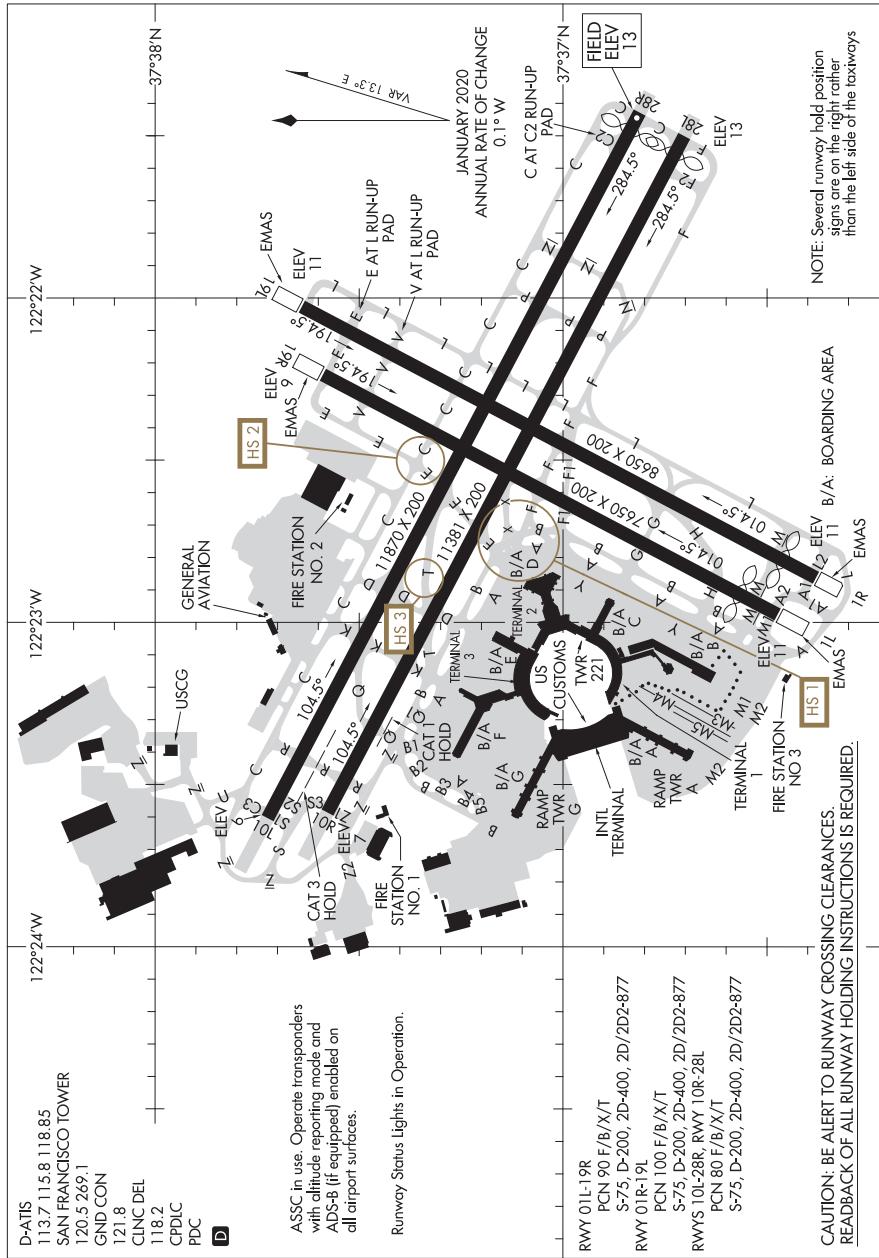
22083

 SAN DIEGO/EL CAJON, CALIFORNIA
GILLESPIE FLD (SEE)

21224

AIRPORT DIAGRAM

AL-375 (FAA)

SAN FRANCISCO INTL (SFO)
SAN FRANCISCO, CALIFORNIA

AIRPORT DIAGRAM

21224

21224

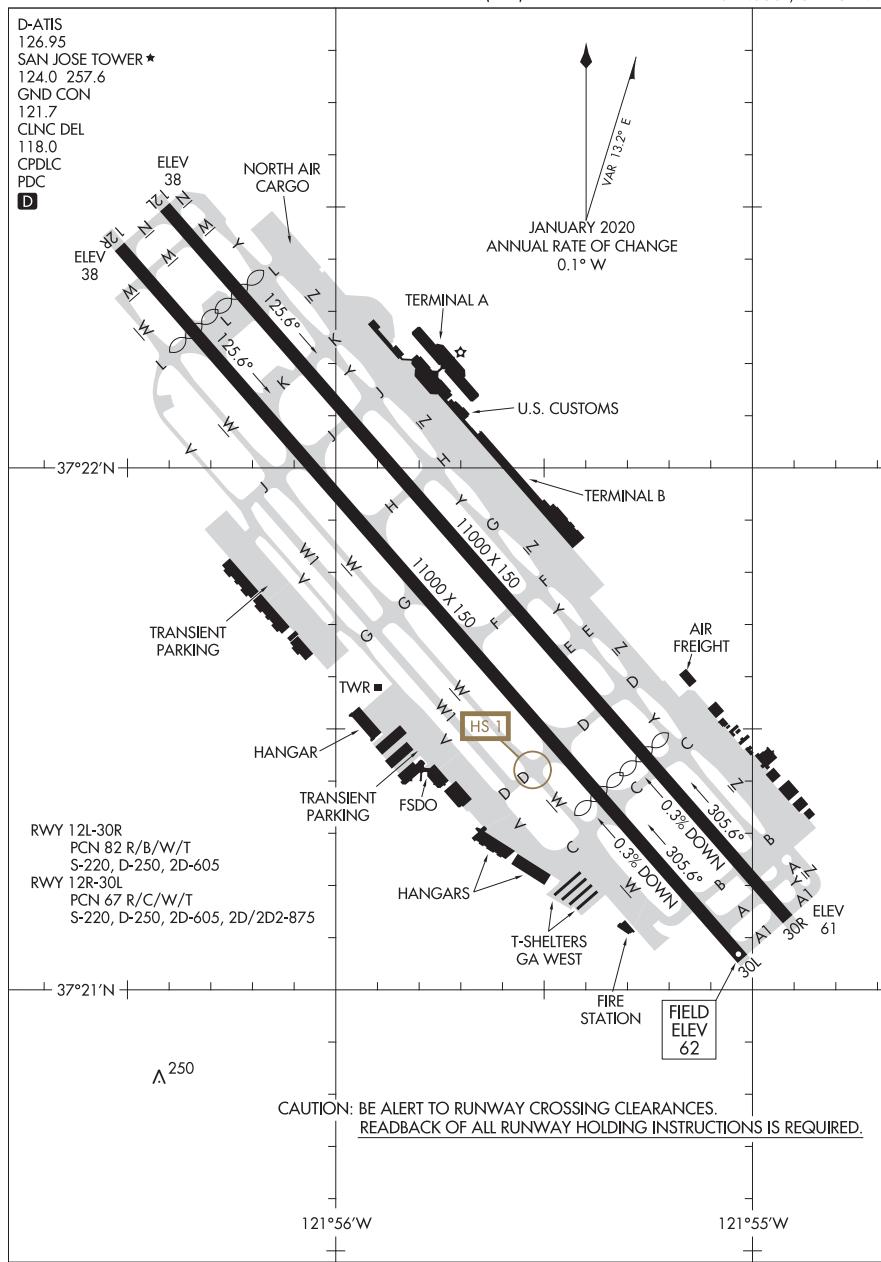
SAN FRANCISCO, CALIFORNIA
SAN FRANCISCO INTL (SFO)

22027

AIRPORT DIAGRAM

NORMAN Y MINETA SAN JOSE INTL (SJC)
AL-693 (FAA)

SAN JOSE, CALIFORNIA

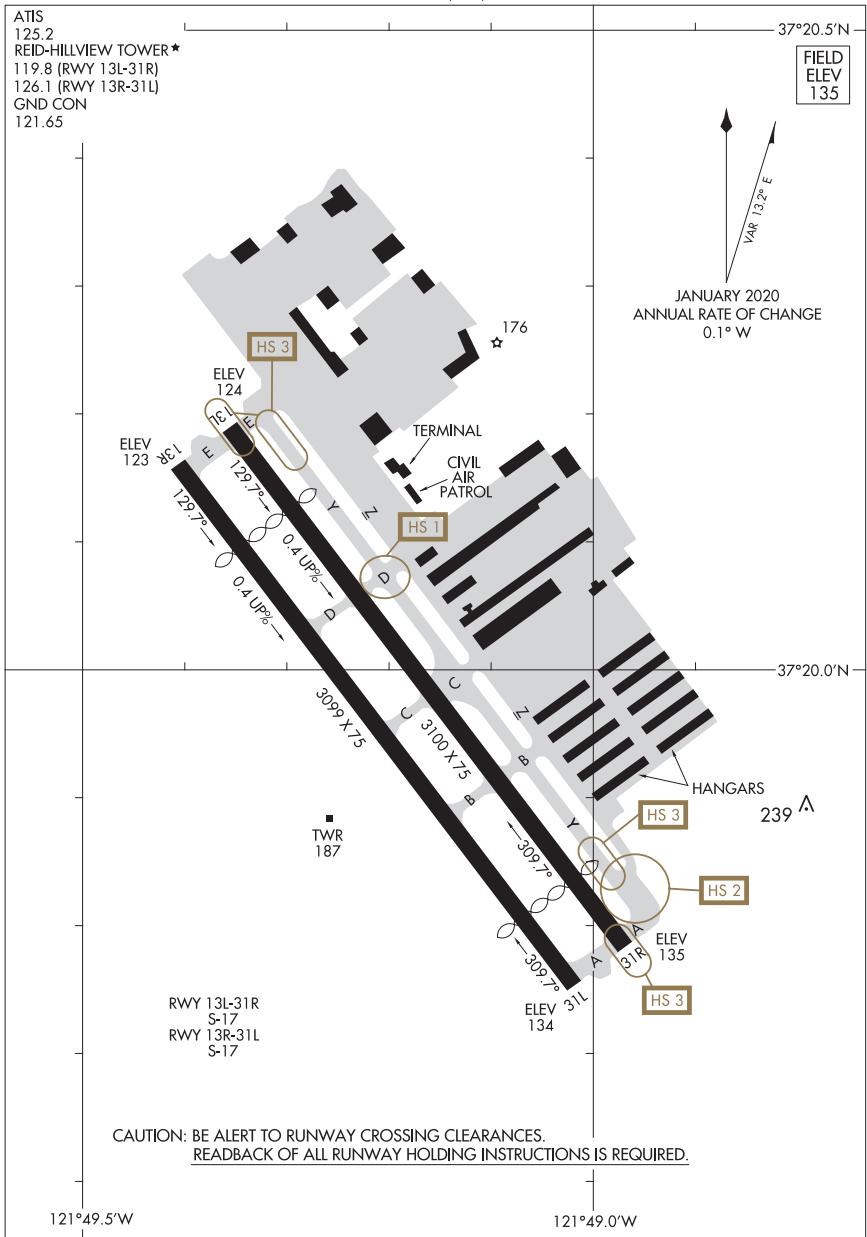


22139

AIRPORT DIAGRAM

REID-HILLVIEW OF SANTA CLARA COUNTY (RHV)
AL-5591 (FAA)

SAN JOSE, CALIFORNIA



AIRPORT DIAGRAM

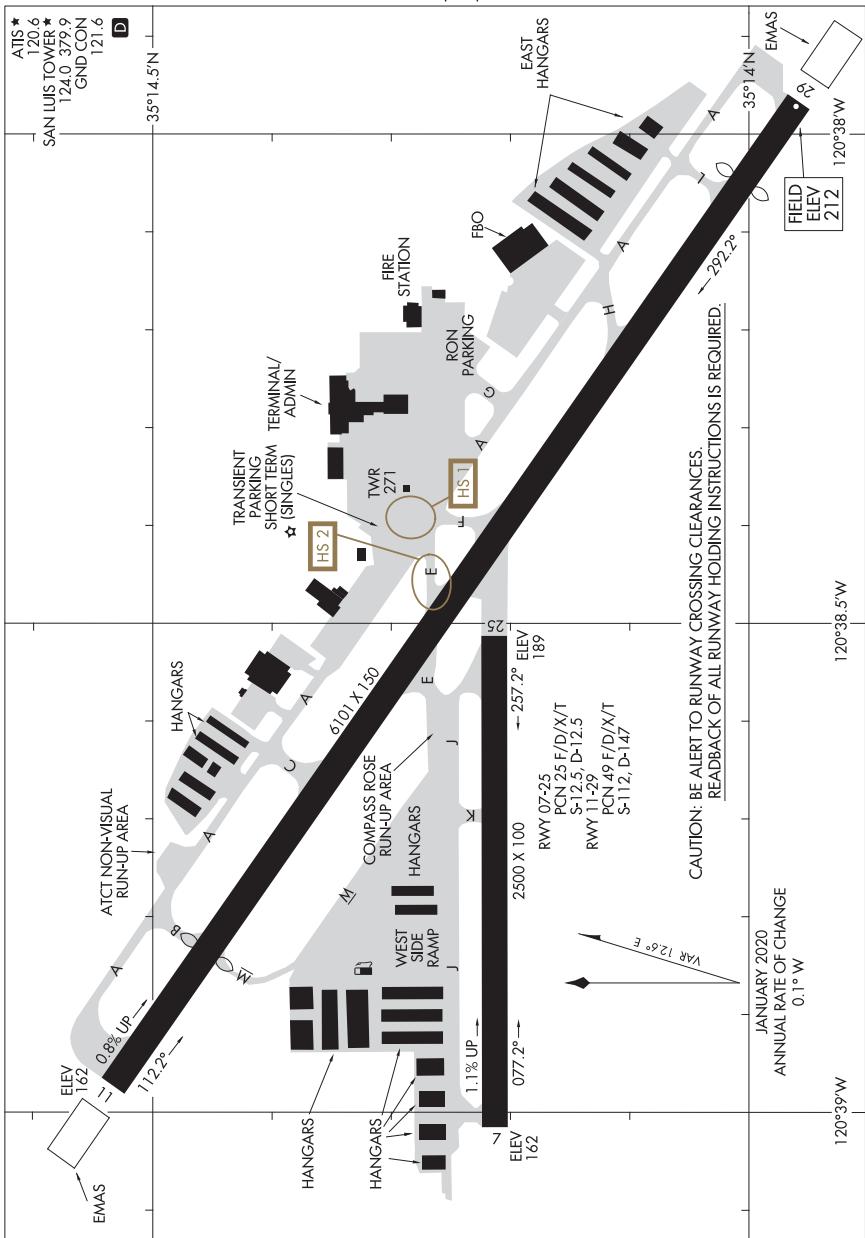
22139

SAN JOSE, CALIFORNIA
REID-HILLVIEW OF SANTA CLARA COUNTY (RHV)

AIRPORT DIAGRAMS

22251

AIRPORT DIAGRAM



AIRPORT DIAGRAM

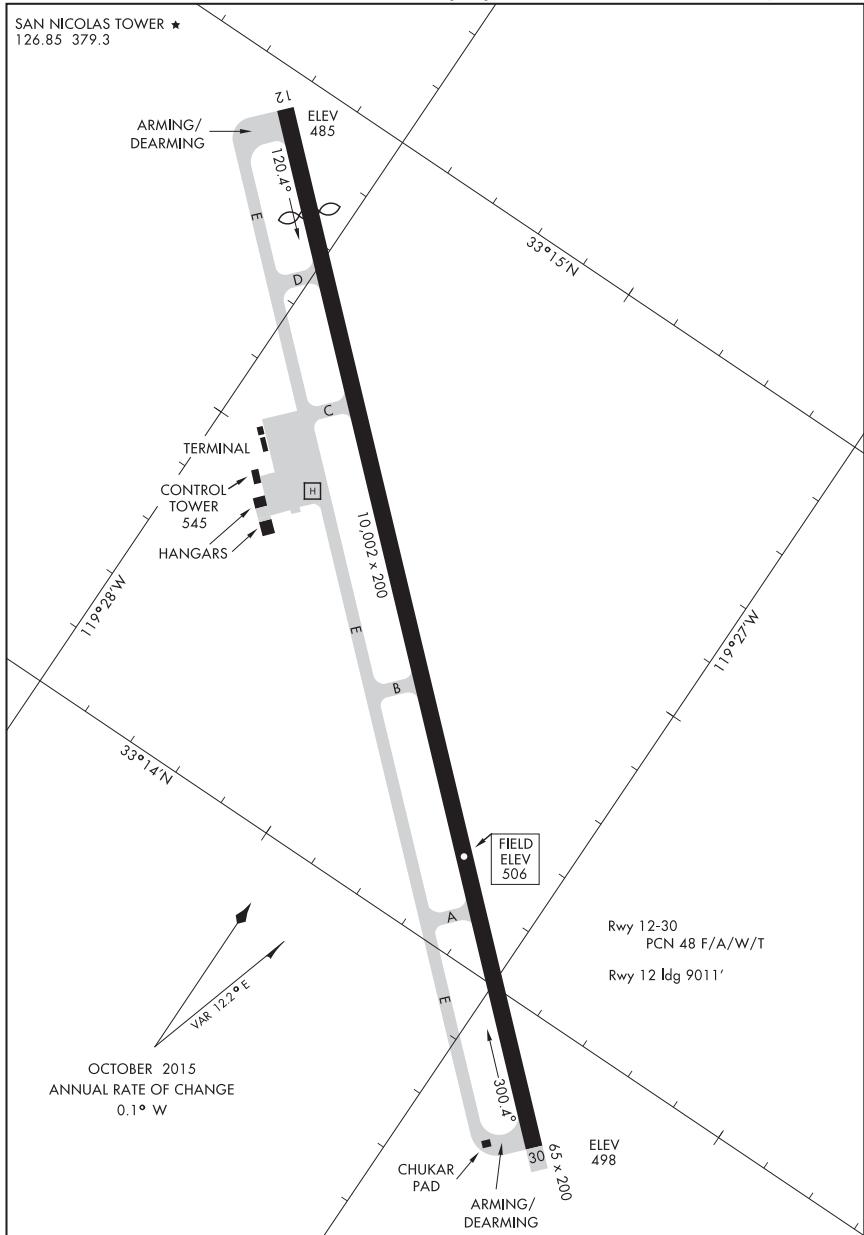
22251

SAN LUIS OBISPO, CALIFORNIA
SAN LUIS COUNTY RGNL (SBP)

18200

AIRPORT DIAGRAM

AFD-5162 [USN]

SAN NICOLAS ISLAND NOLF (KNSI)
SAN NICOLAS ISLAND, CALIFORNIASAN NICOLAS TOWER ★
126.85 379.3

AIRPORT DIAGRAM

SAN NICOLAS ISLAND, CALIFORNIA
SAN NICOLAS ISLAND NOLF (KNSI)

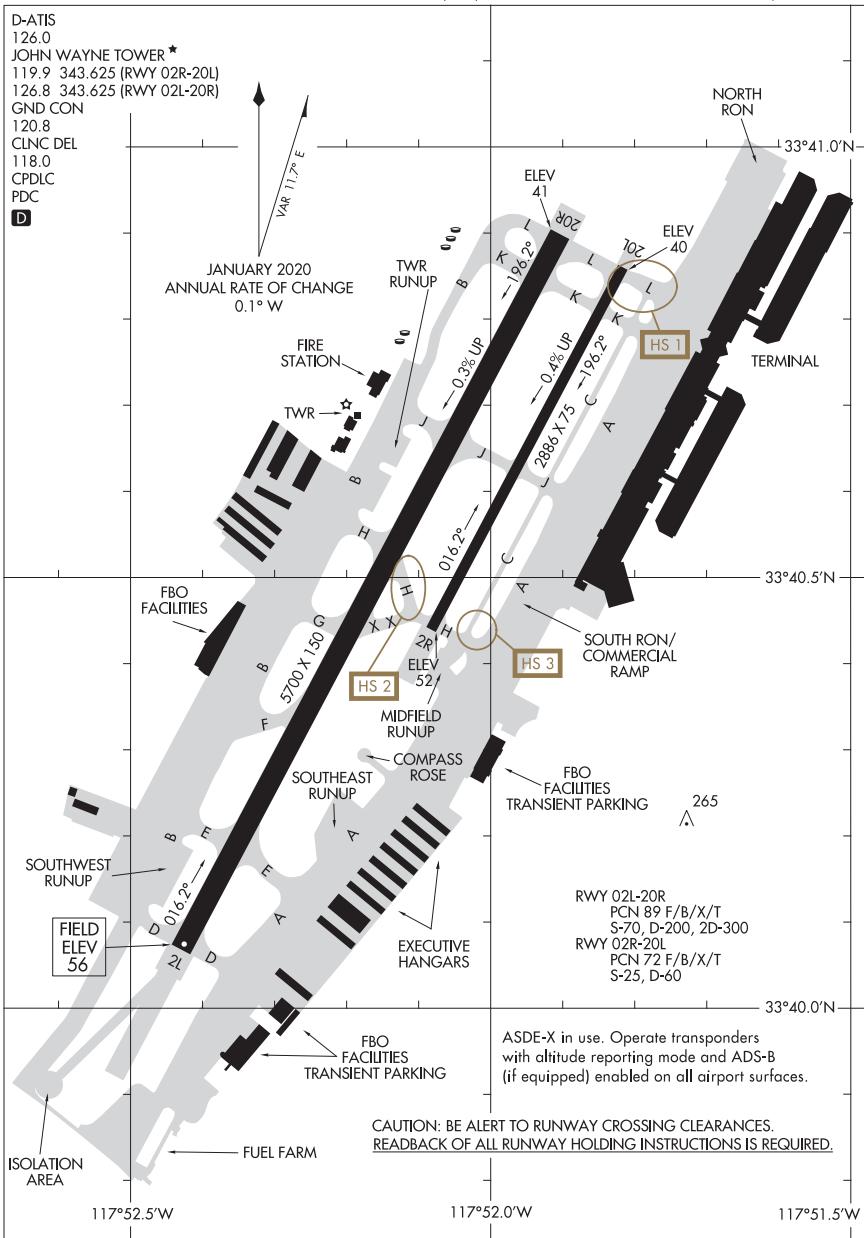
22251

AIRPORT DIAGRAM

AI-377 (FAA)

JOHN WAYNE/ORANGE COUNTY (SNA)

SANTA ANA, CALIFORNIA

**AIRPORT DIAGRAM**

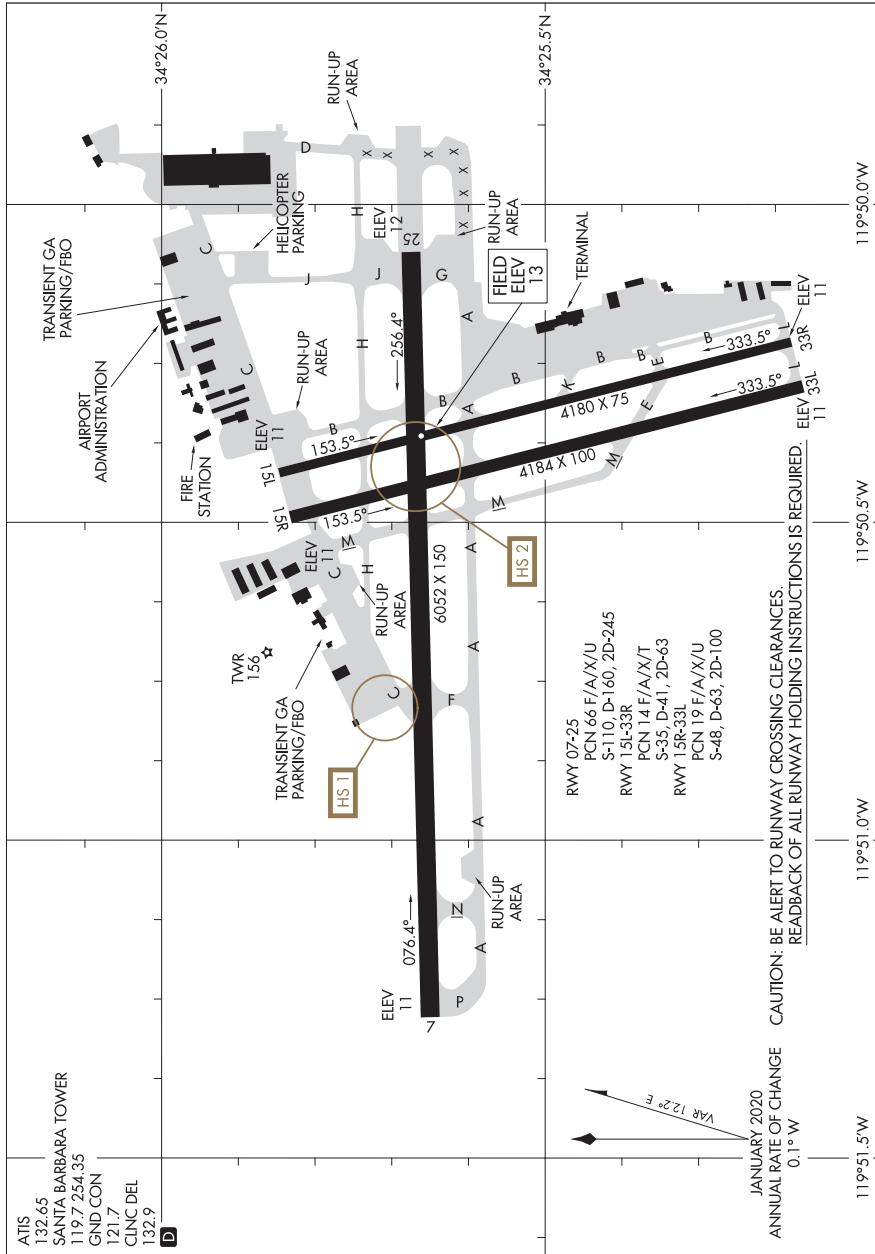
22251

SANTA ANA, CALIFORNIA

JOHN WAYNE/ORANGE COUNTY (SNA)

22363

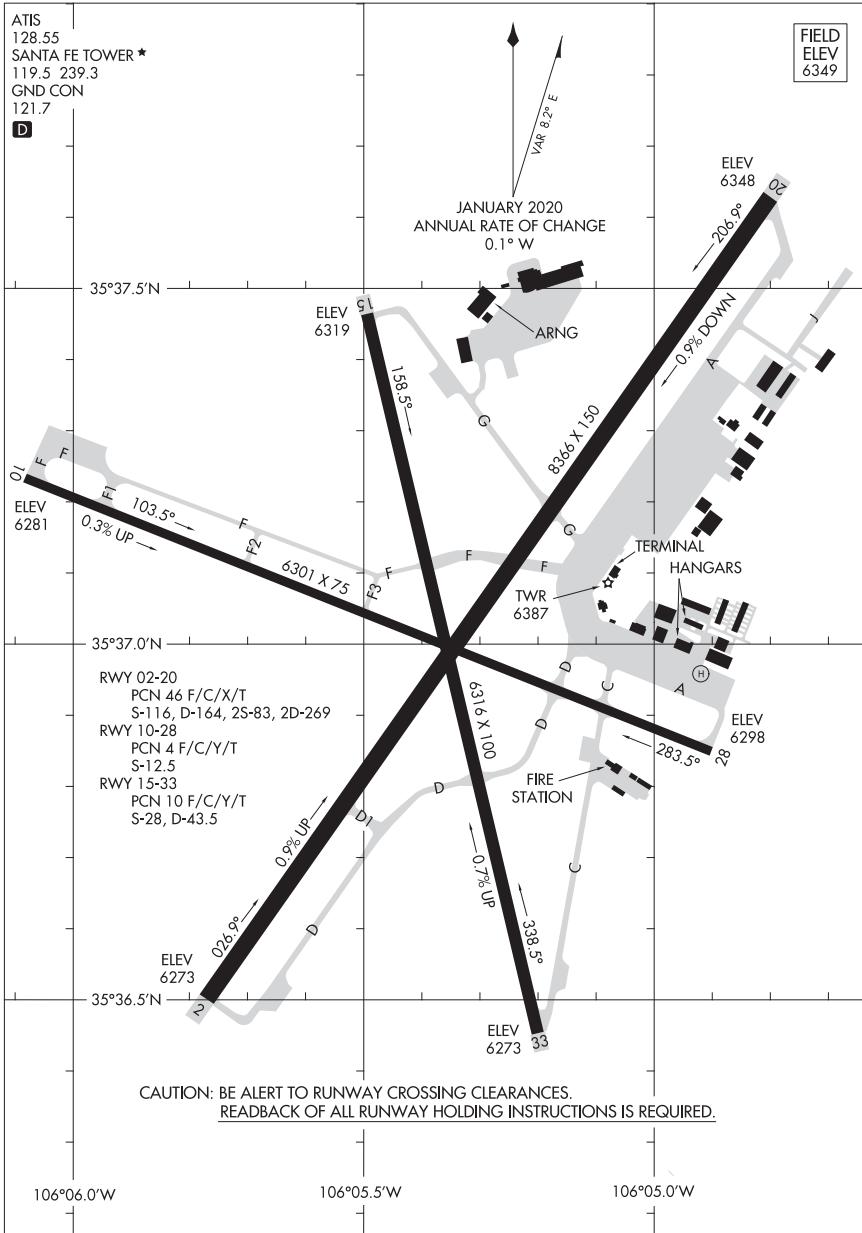
AIRPORT DIAGRAM



22251

AIRPORT DIAGRAM

AL-548 (FAA)

SANTA FE MUNI (SAF)
SANTA FE, NEW MEXICO

AIRPORT DIAGRAM

22251

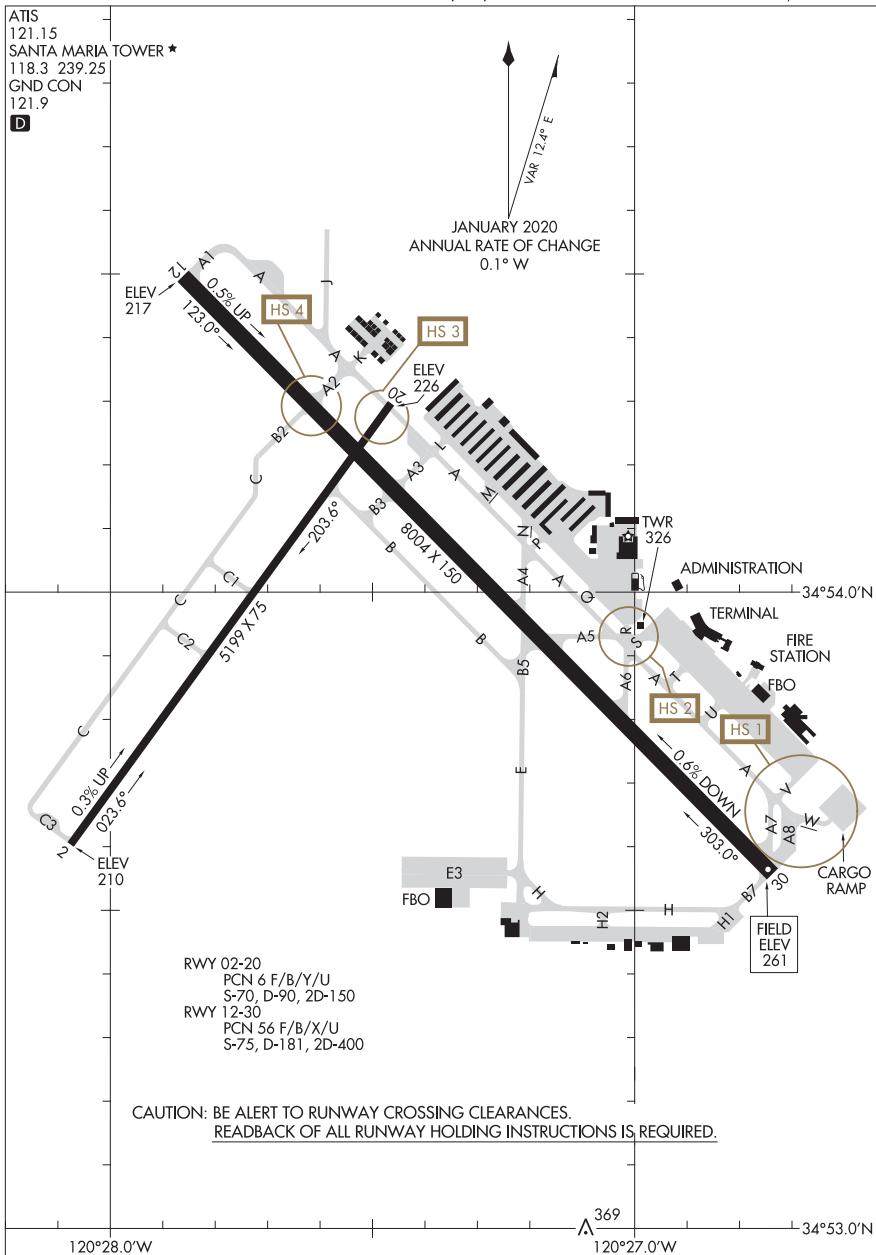
SANTA FE, NEW MEXICO
SANTA FE MUNI (SAF)

21112

AIRPORT DIAGRAM

SANTA MARIA PUB/CAPT G ALLAN HANCOCK FLD (SMX)
AL-379 (FAA)

SANTA MARIA, CALIFORNIA

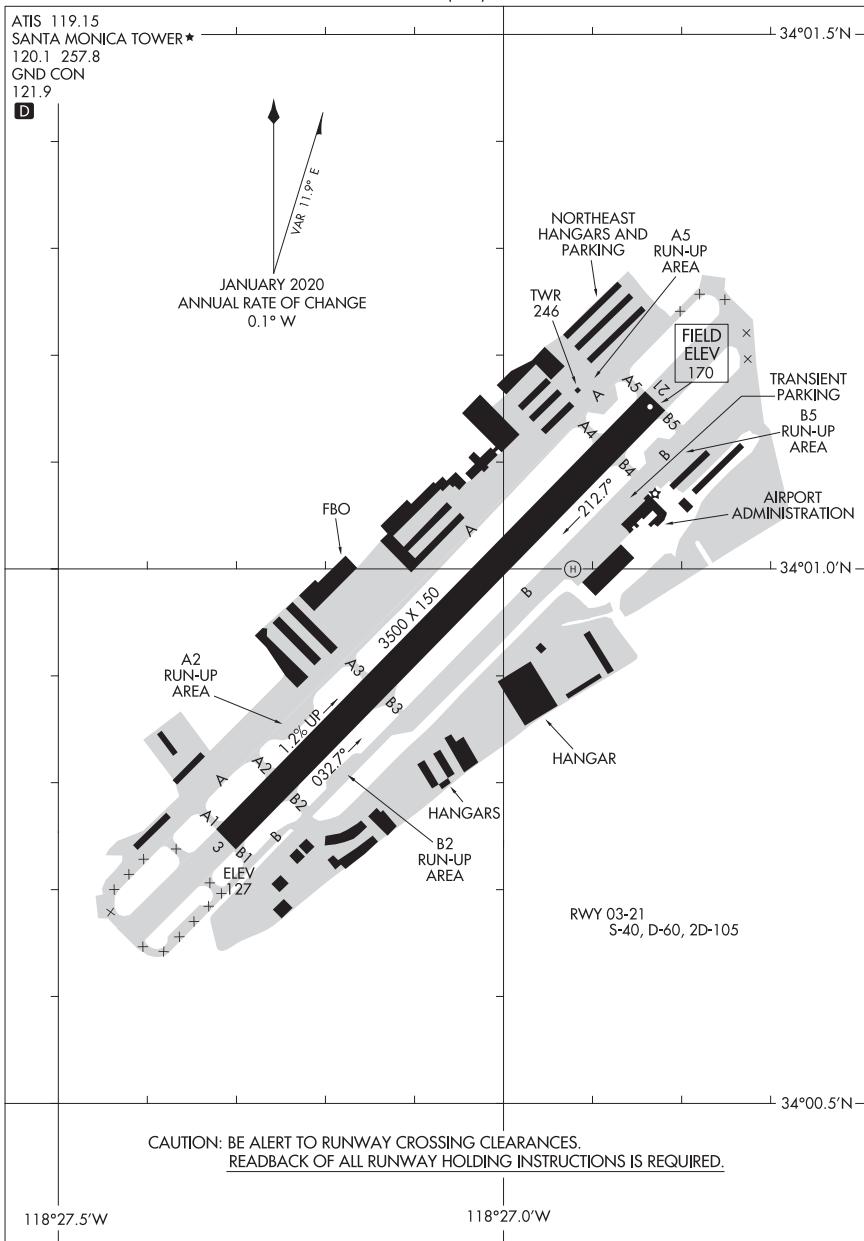


SANTA MARIA PUB/CAPT G ALLAN HANCOCK FLD (SMX)

20086

AIRPORT DIAGRAM

AL-5023 (FAA)

SANTA MONICA MUNI (SMO)
SANTA MONICA, CALIFORNIA

AIRPORT DIAGRAM

20086

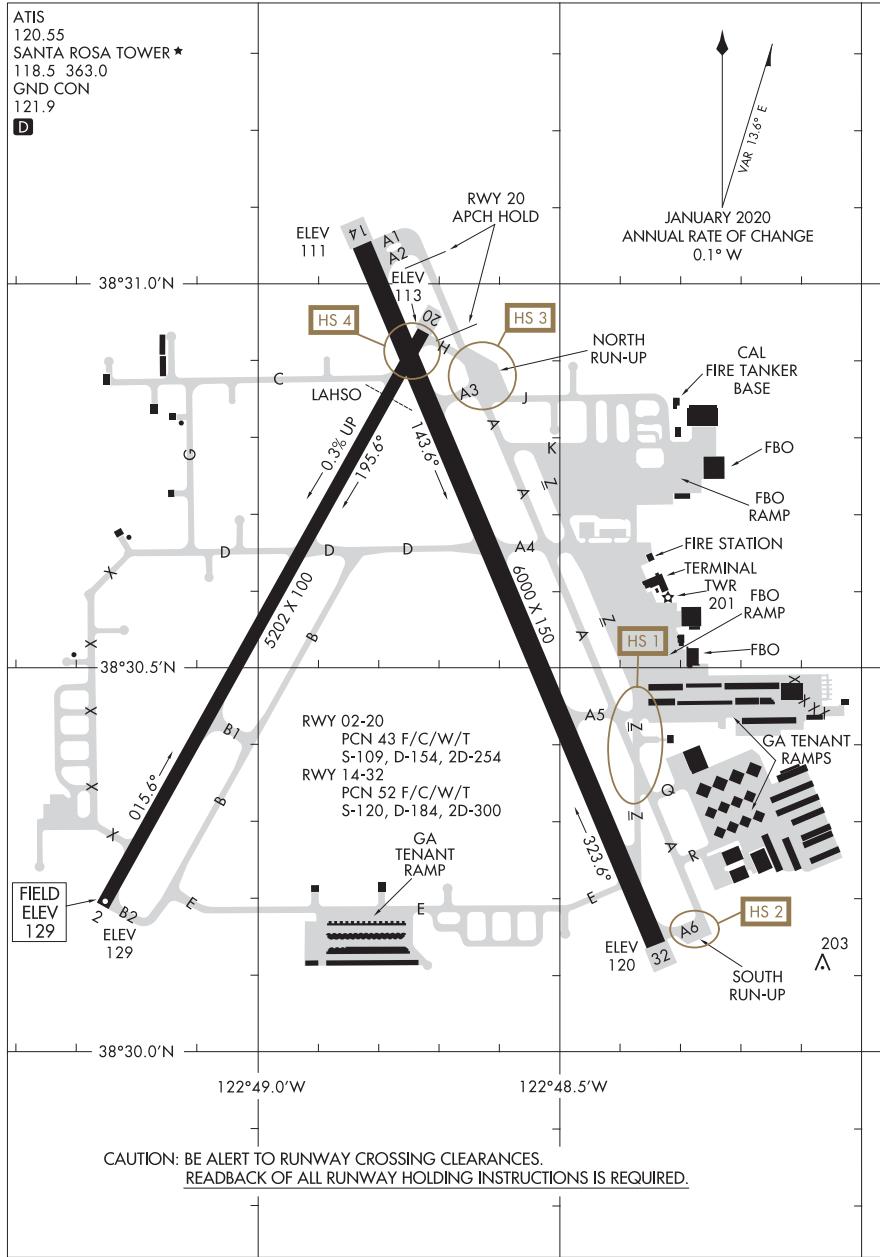
SANTA MONICA, CALIFORNIA
SANTA MONICA MUNI (SMO)

21168

AIRPORT DIAGRAM

CHARLES M SCHULZ - SONOMA COUNTY (STS)
AL-696 (FAA)

ATIS
120.55
SANTA ROSA TOWER ★
118.5 363.0
GND CON
121.9
D



AIRPORT DIAGRAM

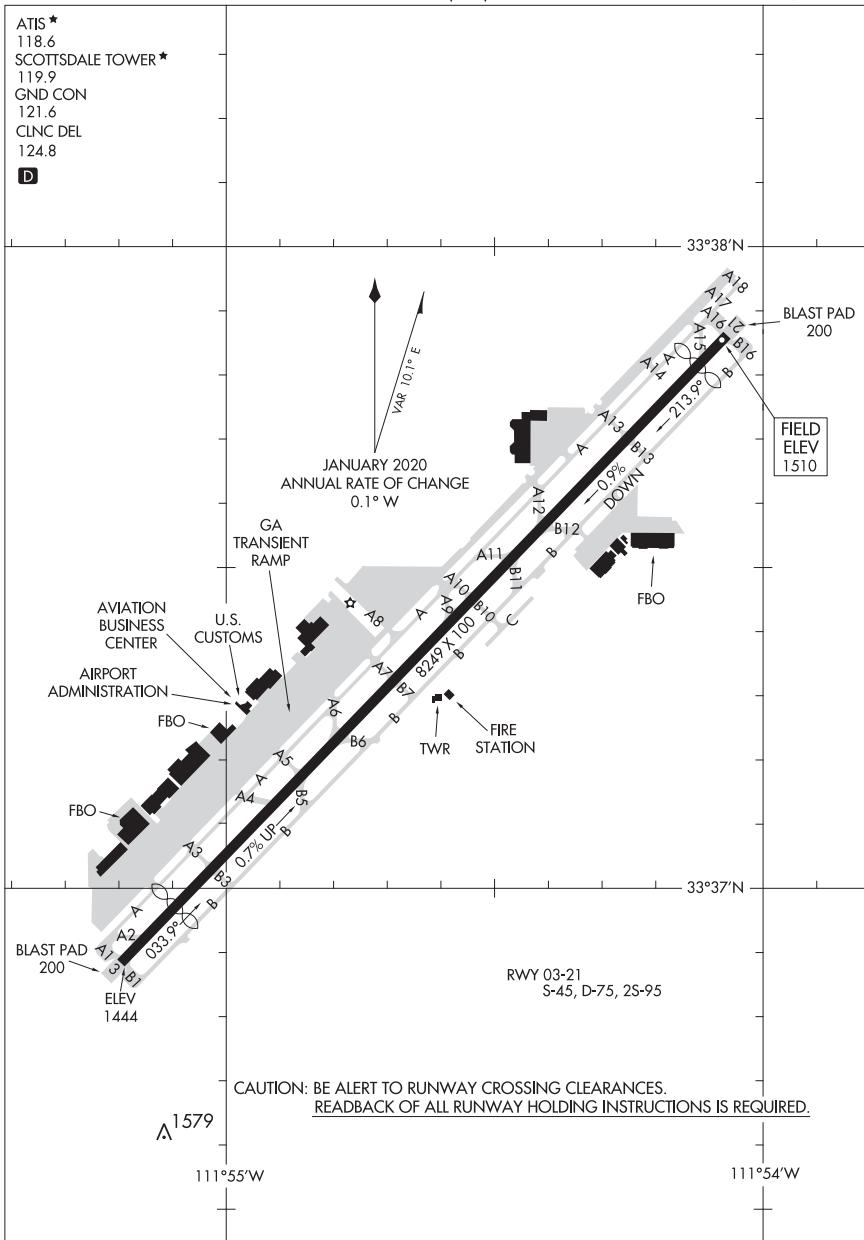
21168

SANTA ROSA, CALIFORNIA
CHARLES M SCHULZ - SONOMA COUNTY (STS)

22307

AIRPORT DIAGRAM

AL-5651 (FAA)

SCOTTSDALE (SDL)
SCOTTSDALE, ARIZONA

AIRPORT DIAGRAM

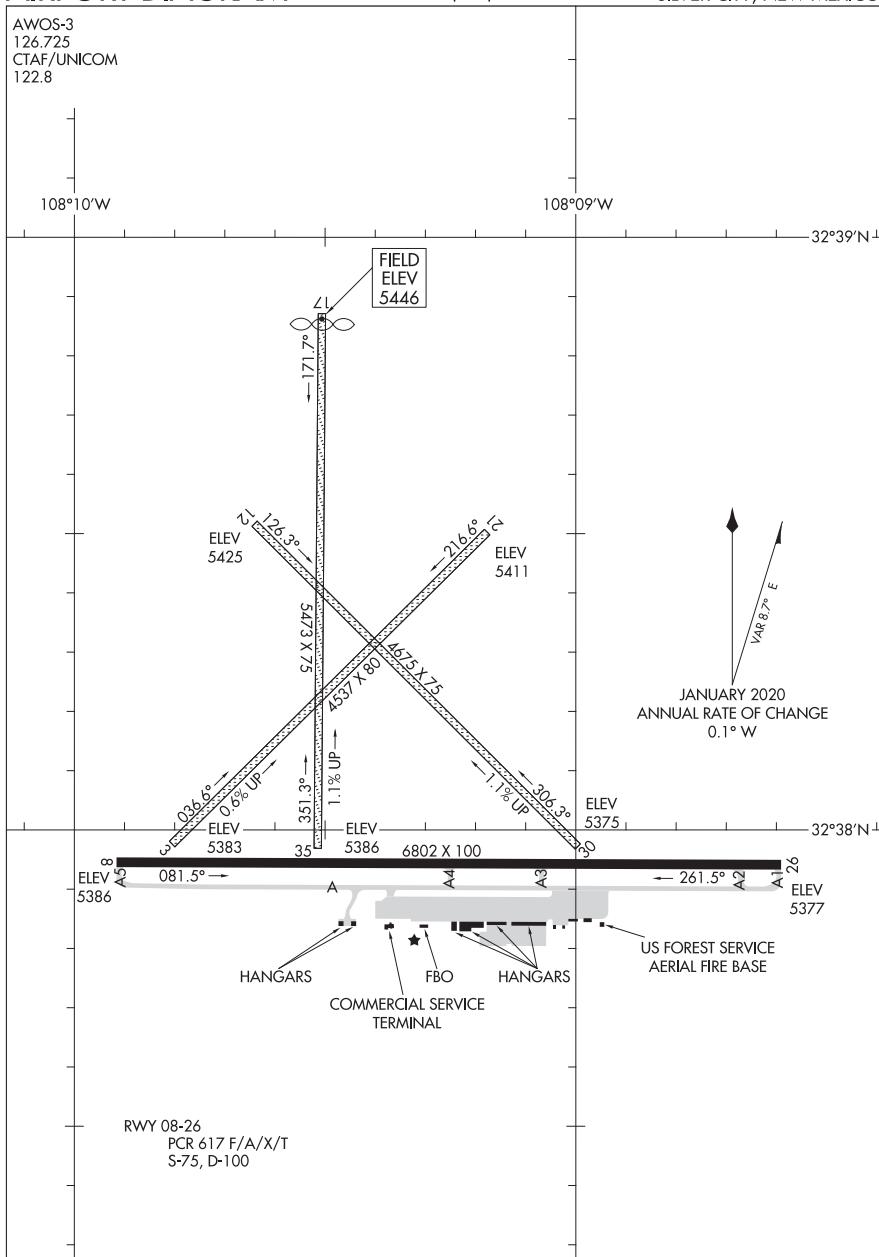
22307

SCOTTSDALE, ARIZONA
SCOTTSDALE (SDL)

22307

AIRPORT DIAGRAM

AL-793 (FAA)

GRANT COUNTY (SVC)
SILVER CITY, NEW MEXICO

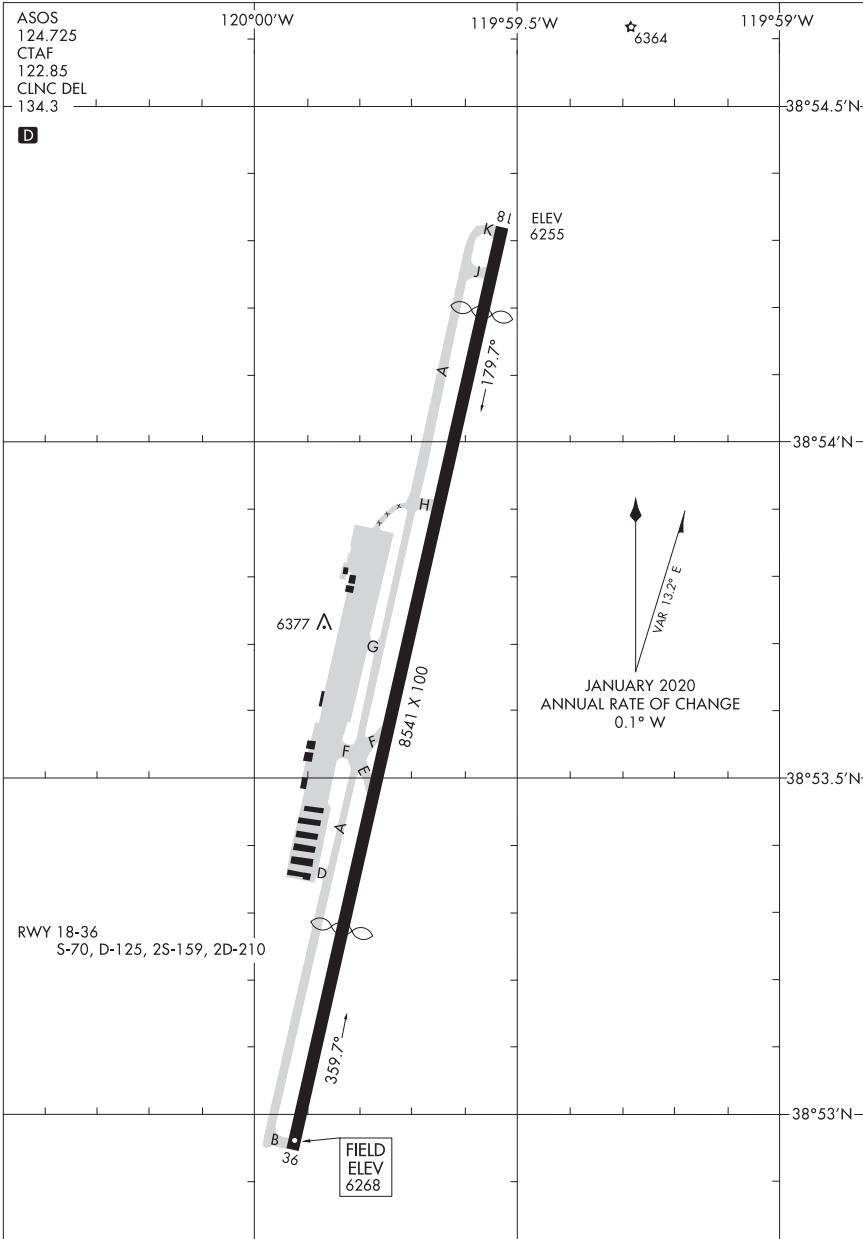
22307

SILVER CITY, NEW MEXICO
GRANT COUNTY (SVC)

21336

AIRPORT DIAGRAM

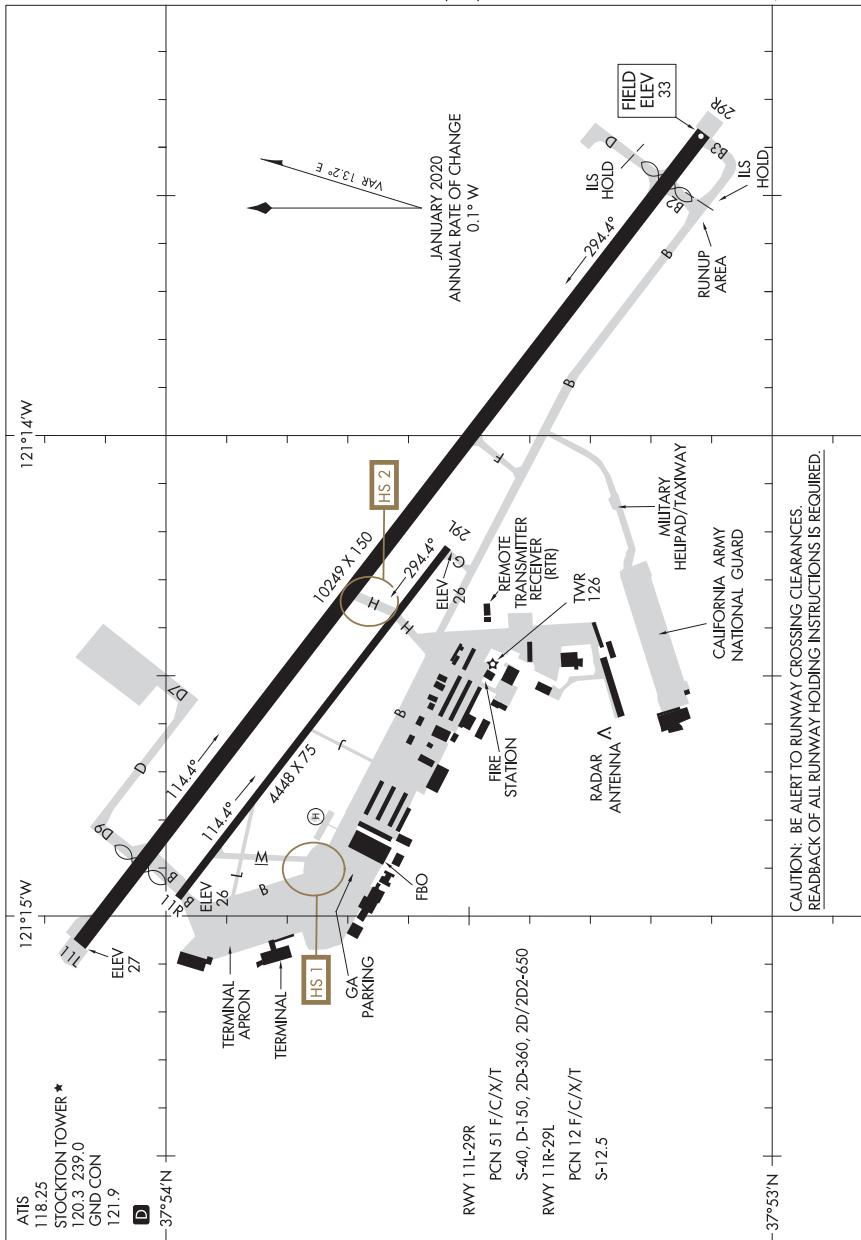
AL-5416 (FAA)

LAKE TAHOE (TVL)
SOUTH LAKE TAHOE, CALIFORNIA

22195

AIRPORT DIAGRAM

AI-407 (FAA)

STOCKTON METRO (SCK)
STOCKTON, CALIFORNIA

AIRPORT DIAGRAM

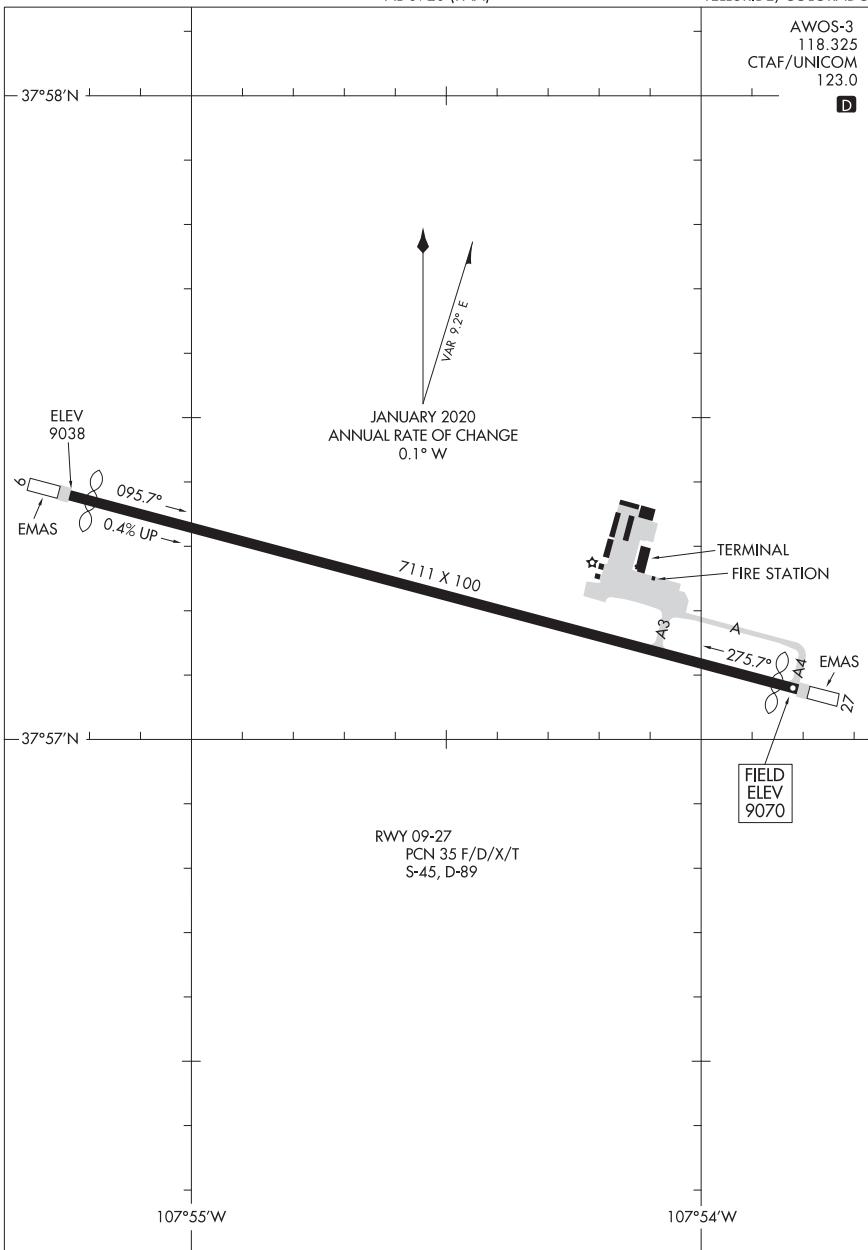
22195

STOCKTON, CALIFORNIA
STOCKTON METRO (SCK)

20086

AIRPORT DIAGRAM

AL-6920 (FAA)

TELLURIDE RGNL (TEX)
TELLURIDE, COLORADO

AIRPORT DIAGRAM

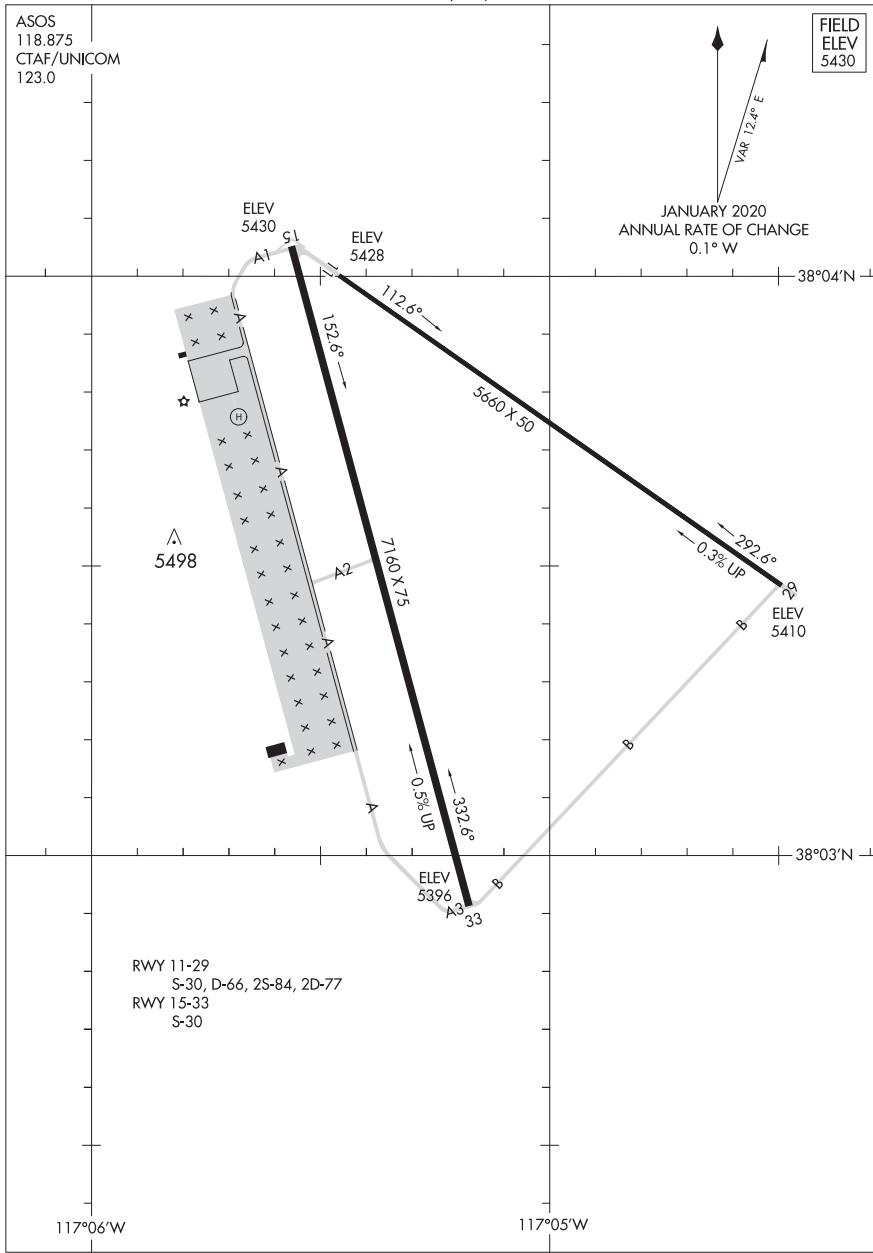
20086

TELLURIDE, COLORADO
TELLURIDE RGNL (TEX)

21168

AIRPORT DIAGRAM

AL-423 (FAA)

TONOPAH (TPH)
TONOPAH, NEVADA

AIRPORT DIAGRAM

21168

TONOPAH, NEVADA
TONOPAH (TPH)

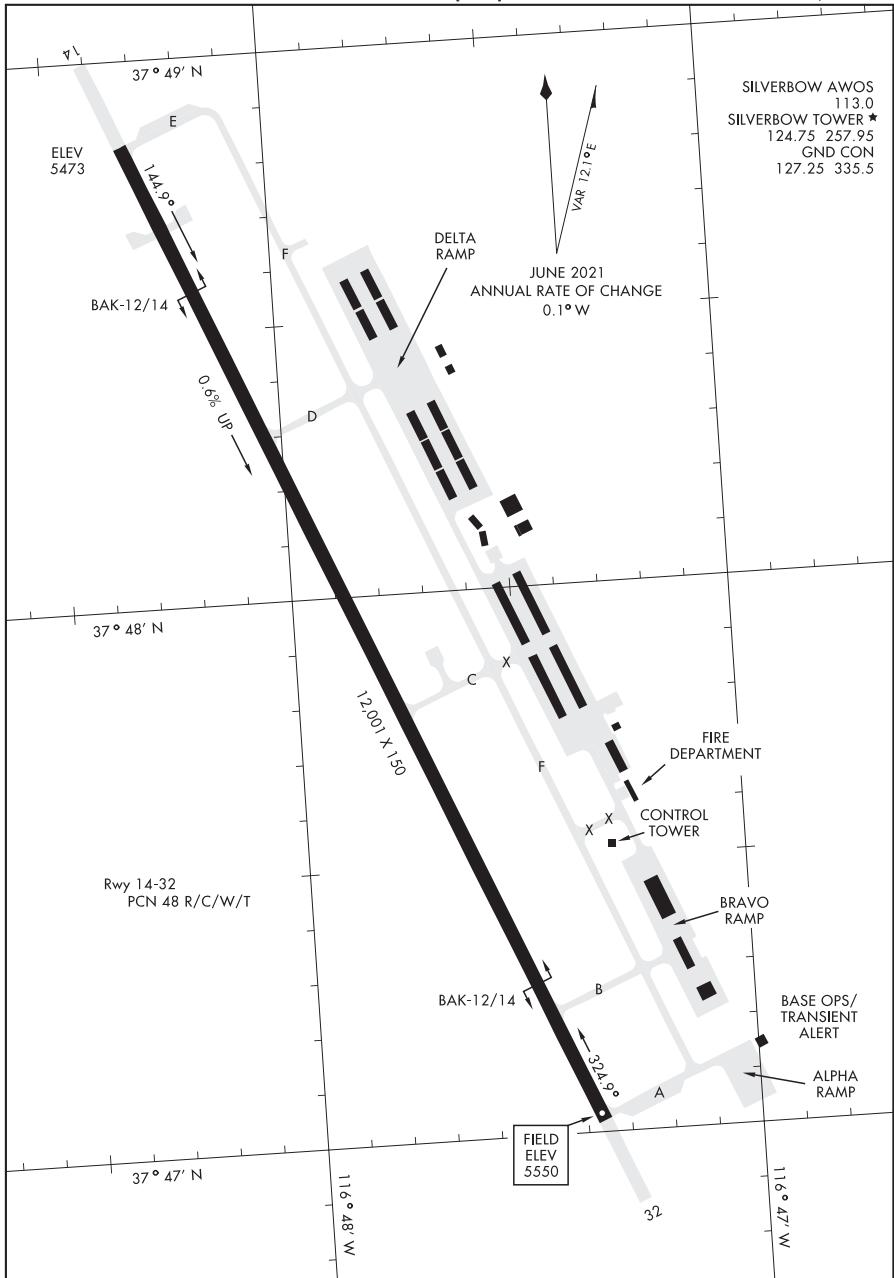
21168

AIRPORT DIAGRAM

AL-3188 [USAF]

TONOPAH TEST RANGE (KTNX)

TONOPAH, NEVADA



AIRPORT DIAGRAM

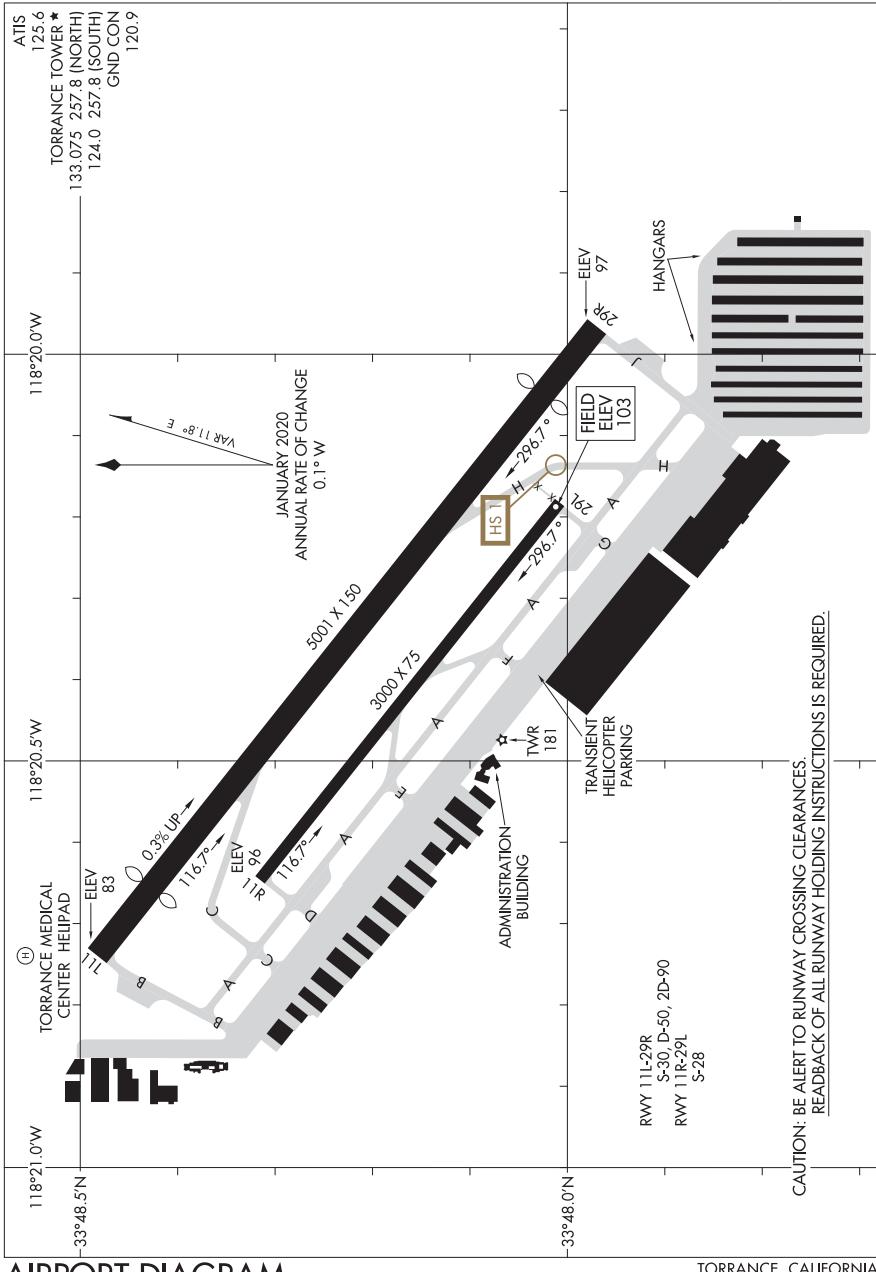
TONOPAH, NEVADA

TONOPAH TEST RANGE (KTNX)

21168

AIRPORT DIAGRAM

AL-5179 (FAA)

ZAMPERINI FLD (TOA)
TORRANCE, CALIFORNIA**AIRPORT DIAGRAM**

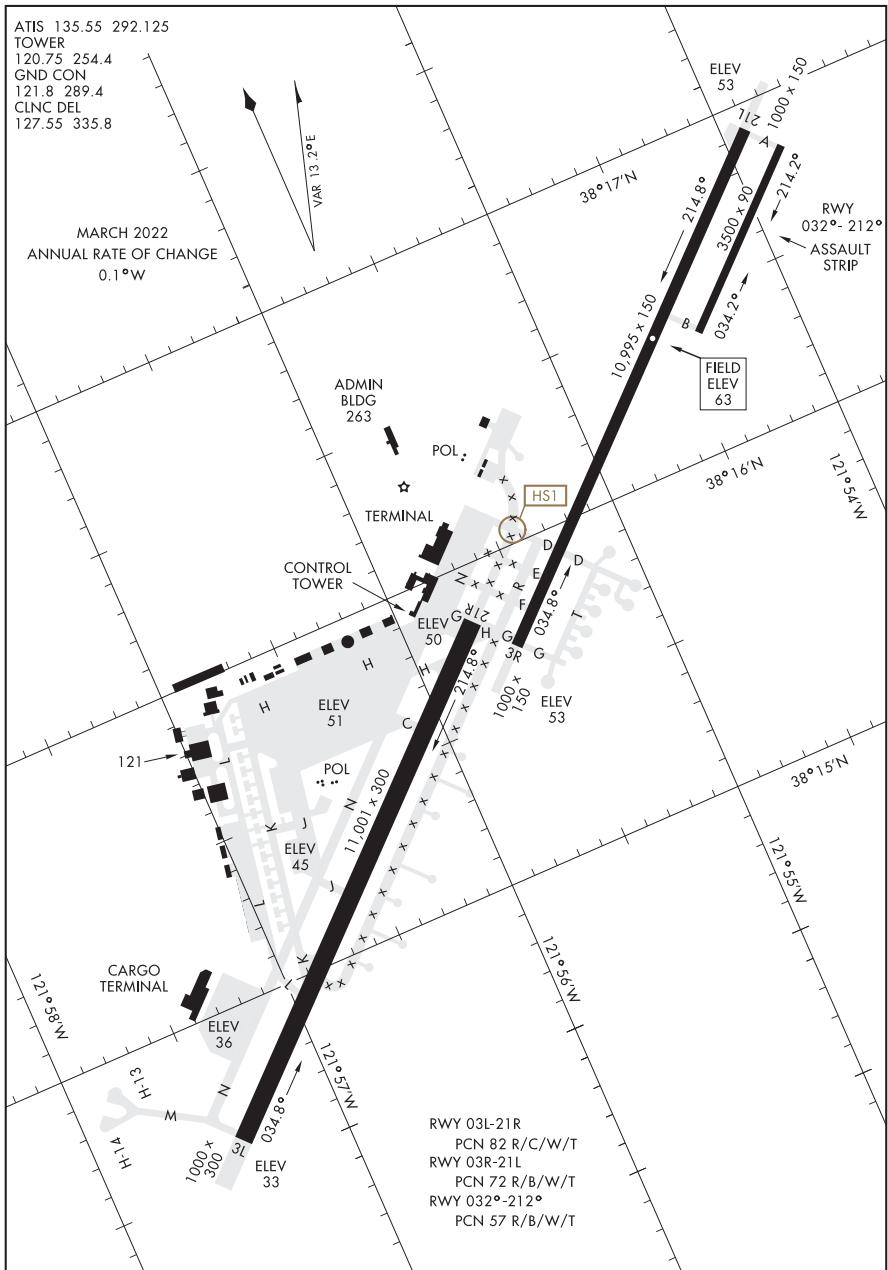
21168

TORRANCE, CALIFORNIA
ZAMPERINI FLD (TOA)

22083

AIRPORT DIAGRAM

AL-488 [USAF]

TRAVIS AFB (KSUU)
FAIRFIELD, CALIFORNIA

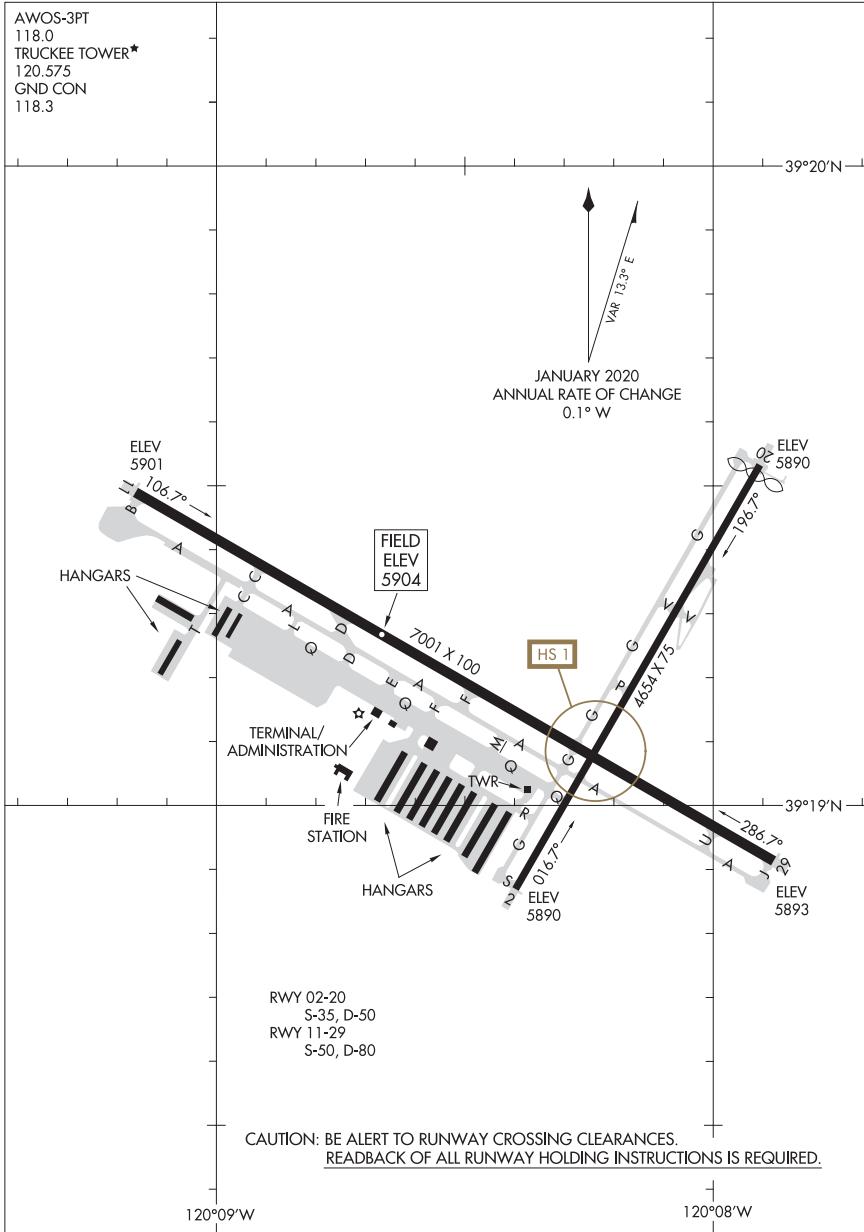
AIRPORT DIAGRAM

FAIRFIELD, CALIFORNIA
TRAVIS AFB (KSUU)

22083

AIRPORT DIAGRAM

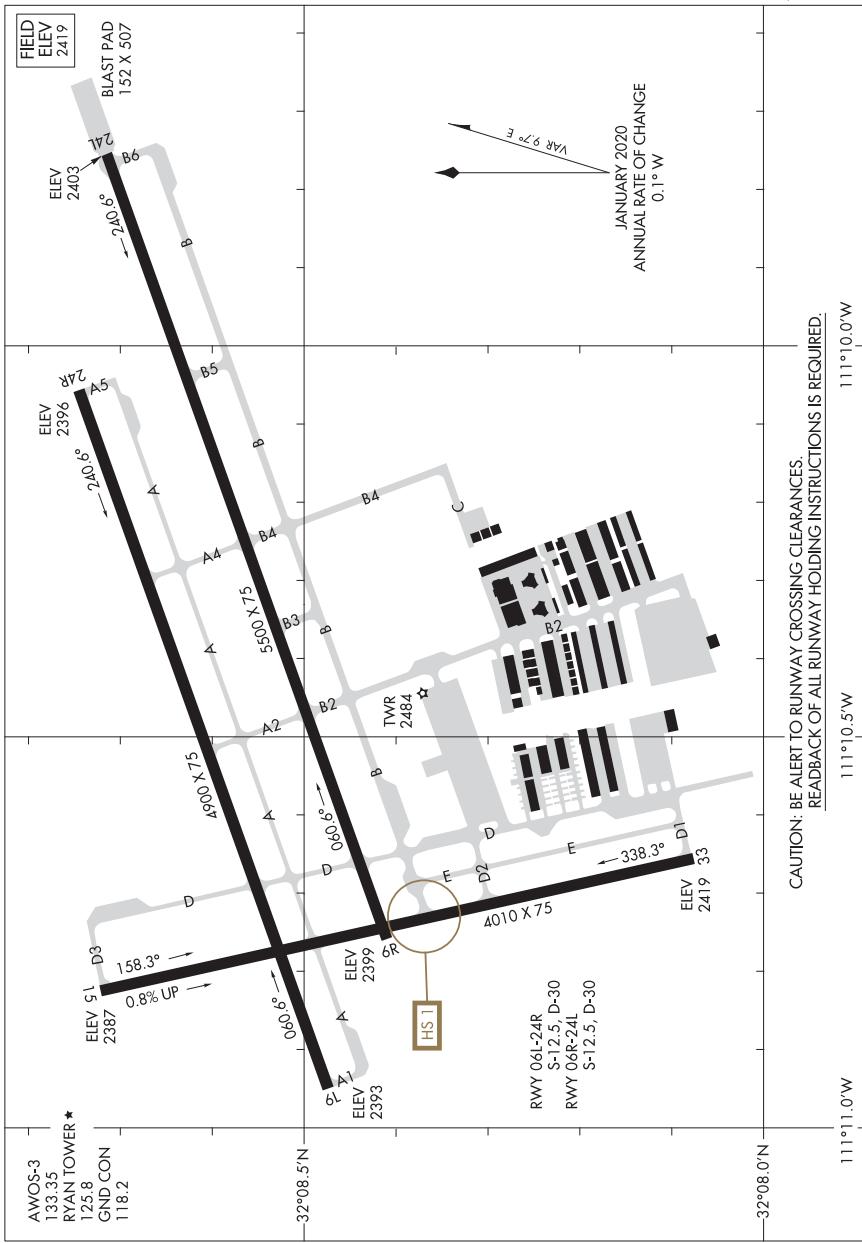
AL-6021 (FAA)

TRUCKEE-TAHOE (TRK)
TRUCKEE, CALIFORNIA

22083

AIRPORT DIAGRAM

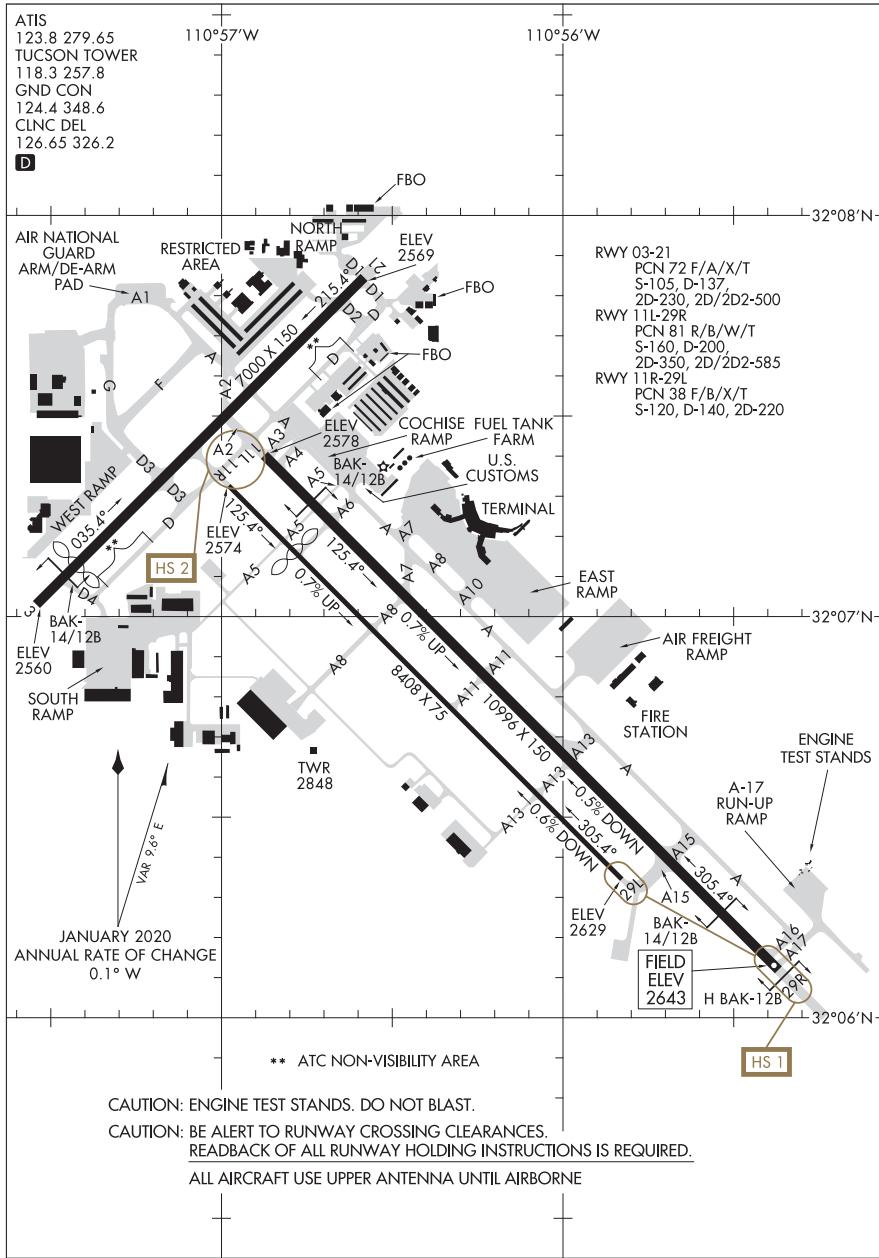
AL-6513 (FAA)

RYAN FLD (RYN)
TUCSON, ARIZONA

22363

AIRPORT DIAGRAM

AL-430 (FAA)

TUCSON INTL (TUS)
TUCSON, ARIZONA

AIRPORT DIAGRAM

22363

TUCSON, ARIZONA
TUCSON INTL (TUS)

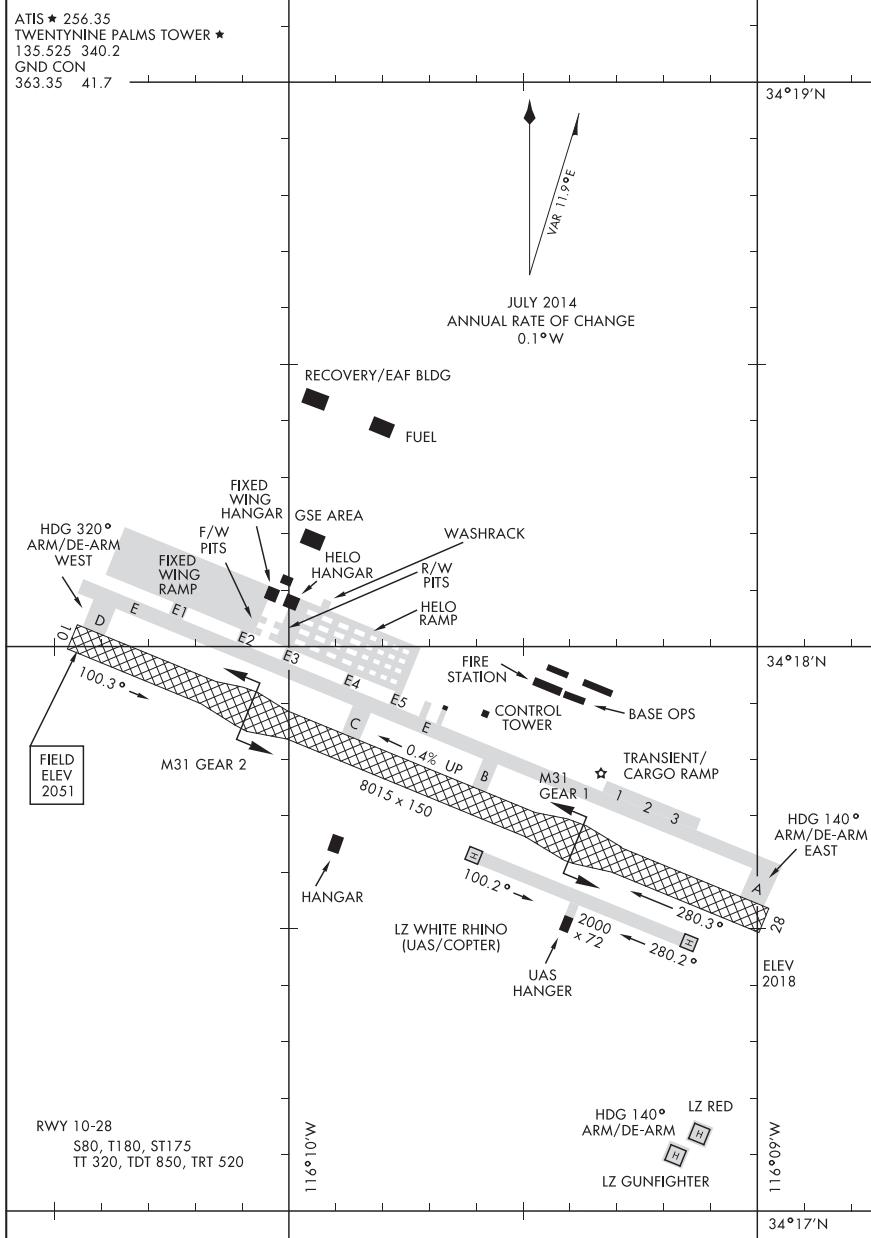
14205

AIRPORT DIAGRAM

AFD-3160 [USN]

TWENTYNINE PALMS SELF (KNXP)

TWENTYNINE PALMS, CALIFORNIA



AIRPORT DIAGRAM

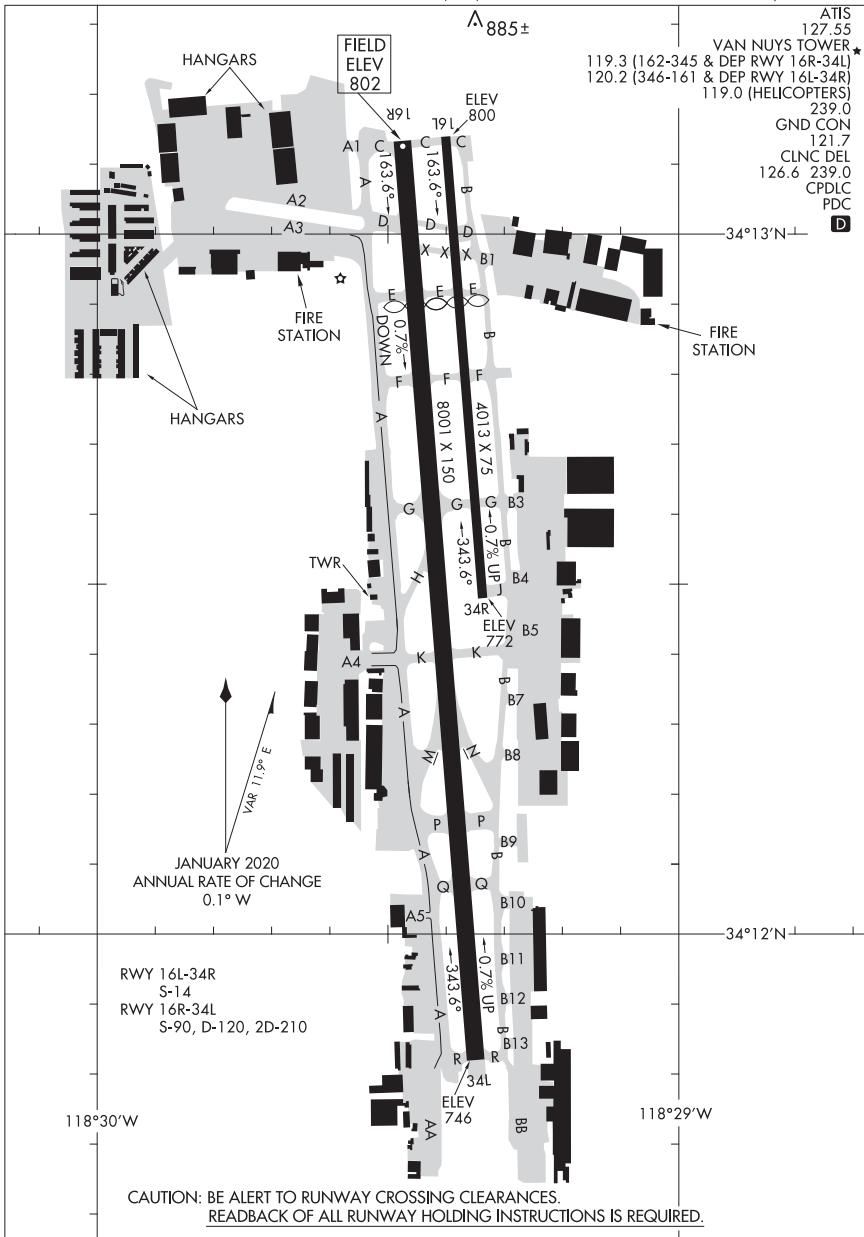
TWENTYNINE PALMS, CALIFORNIA

TWENTYNINE PALMS SELF (KNXP)

21224

AIRPORT DIAGRAM

AL-552 (FAA)

VAN NUYS (VNY)
VAN NUYS, CALIFORNIA

AIRPORT DIAGRAM

21224

VAN NUYS, CALIFORNIA
VAN NUYS (VNY)

22139

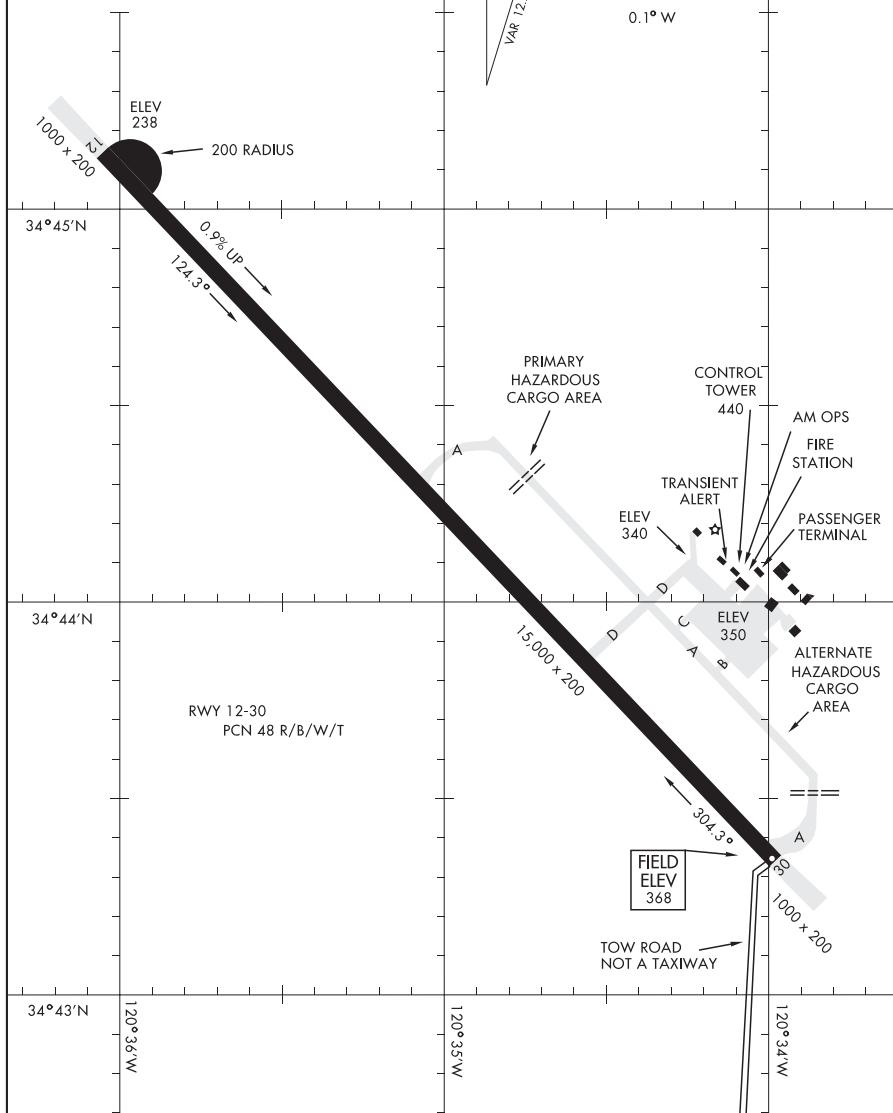
AIRPORT DIAGRAM

AL-770 [USSF]

VANDENBERG SFB (KVBG)

LOMPOC, CALIFORNIA

ATIS
133.125 257.975
TOWER ★
124.95 326.2
GND CON
121.75 275.8
CLNC DEL
121.75 275.8

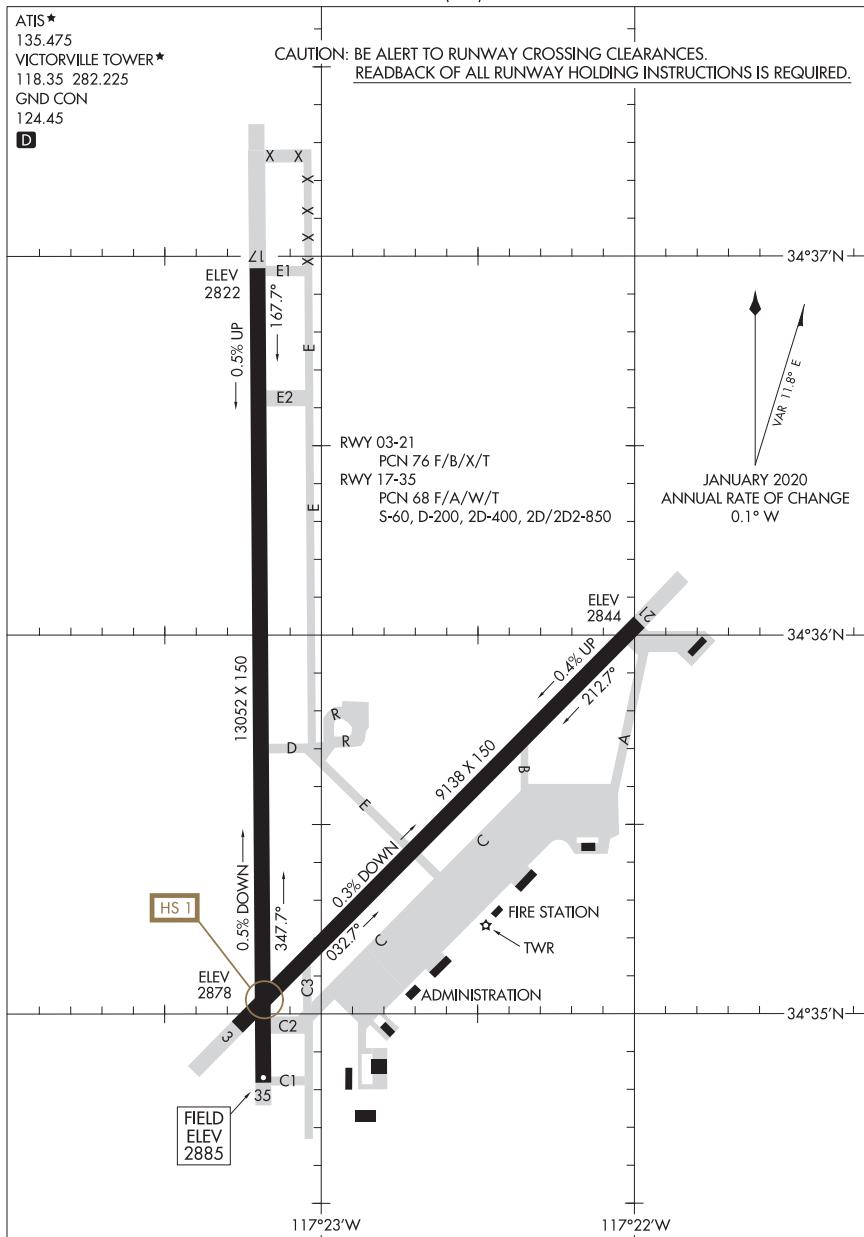


AIRPORT DIAGRAM

VANDENBERG SFB (KVBG)

22363

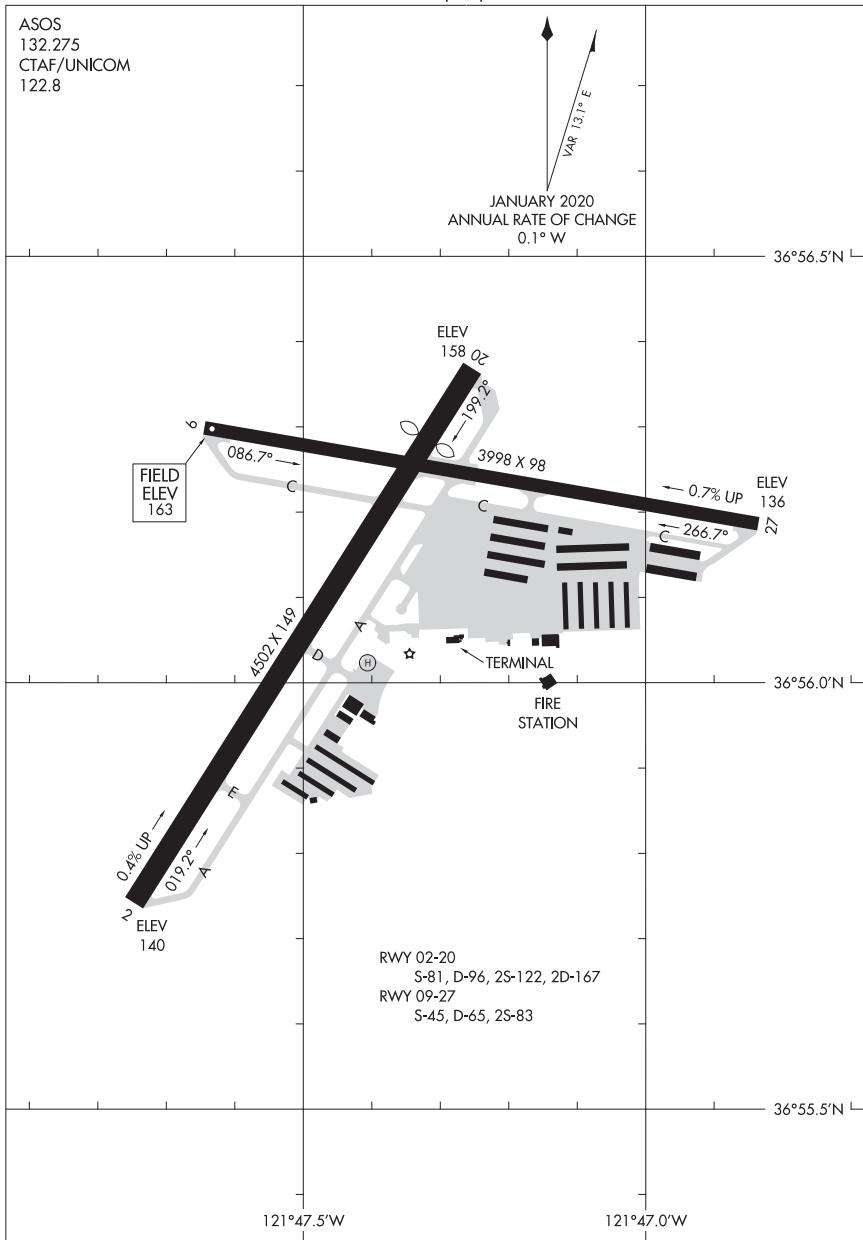
AIRPORT DIAGRAM

SOUTHERN CALIFORNIA LOGISTICS (VVC)
VICTORVILLE, CALIFORNIAAIRPORT DIAGRAM
22363VICTORVILLE, CALIFORNIA
SOUTHERN CALIFORNIA LOGISTICS (VVC)

22307

AIRPORT DIAGRAM

AL-805 (FAA)

WATSONVILLE MUNI (WVI)
WATSONVILLE, CALIFORNIA

AIRPORT DIAGRAM

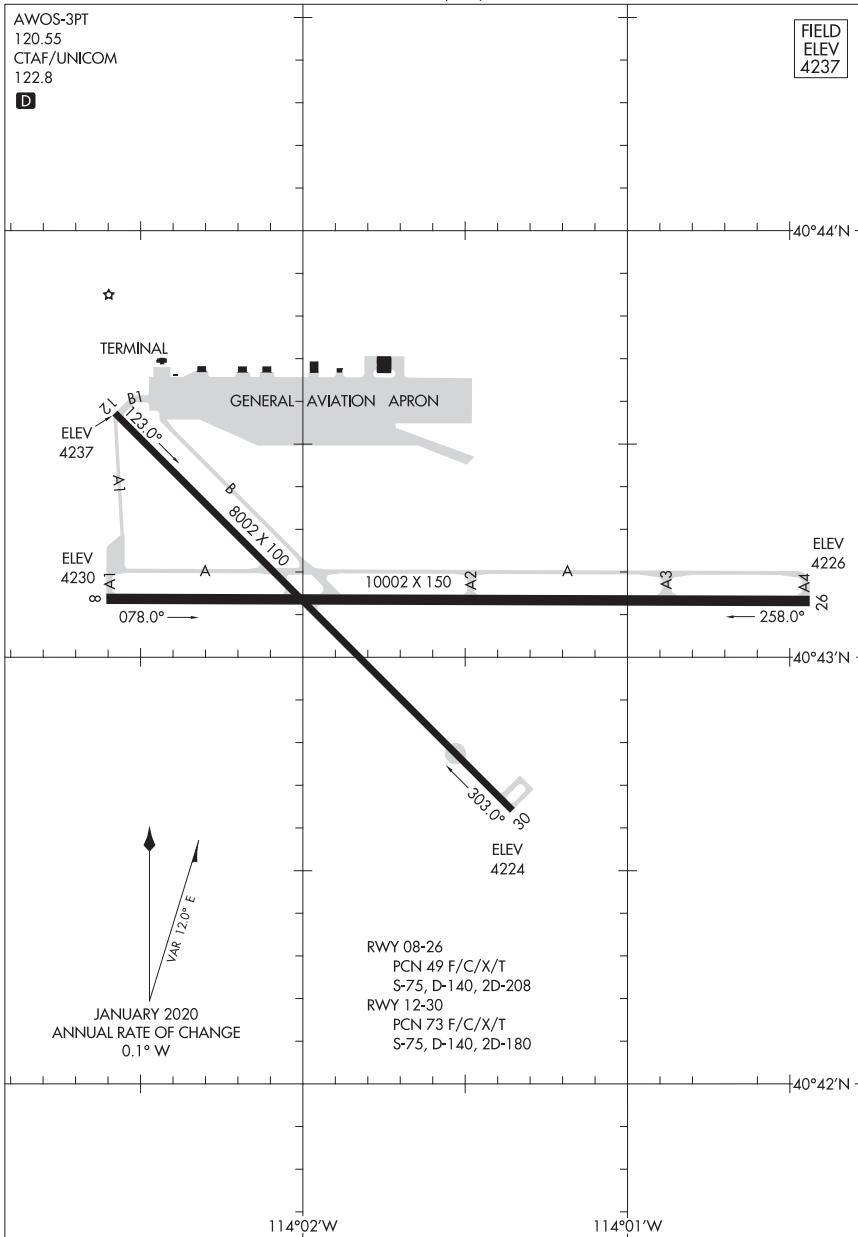
22307

WATSONVILLE, CALIFORNIA
WATSONVILLE MUNI (WVI)

20086

AIRPORT DIAGRAM

AI-445 (FAA)

WENDOVER (ENV)
WENDOVER, UTAH

AIRPORT DIAGRAM

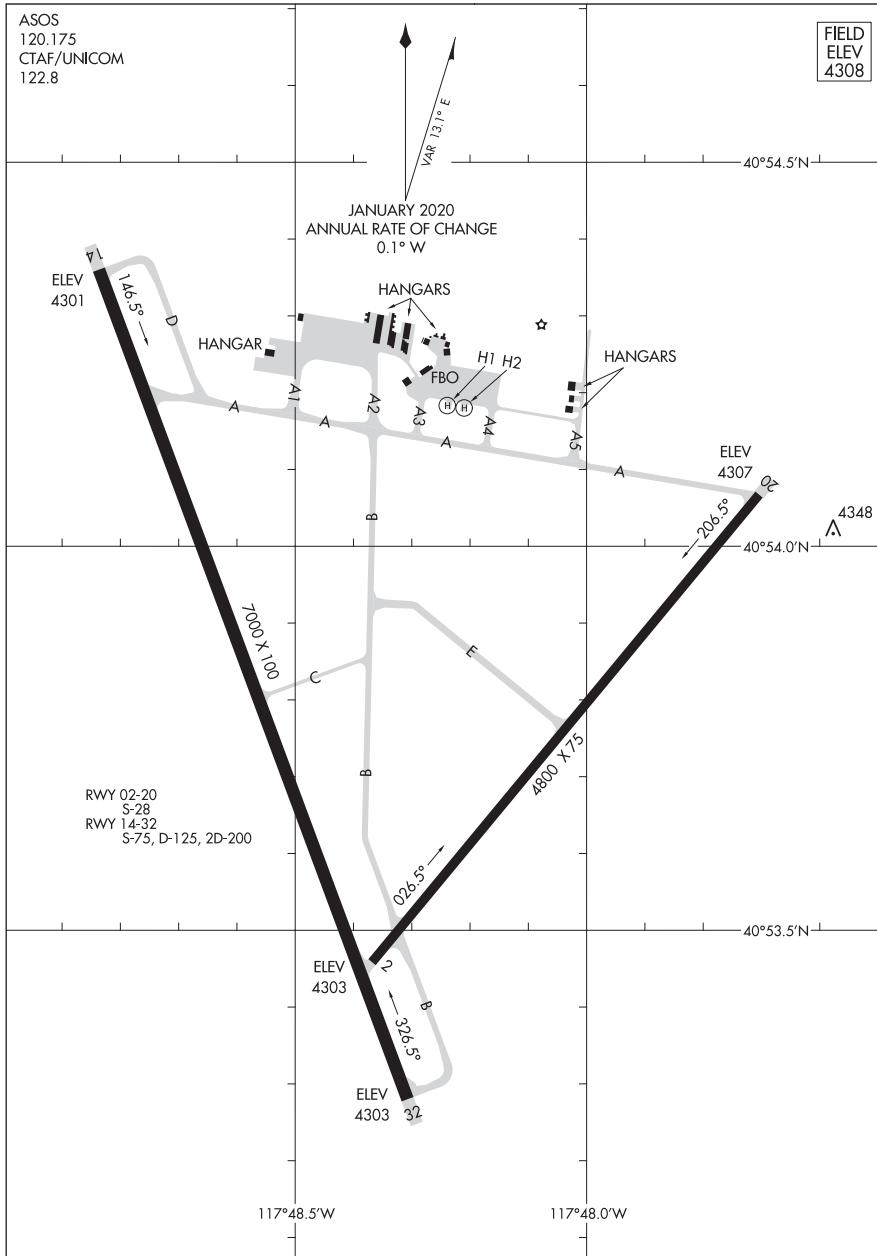
20086

WENDOVER, UTAH
WENDOVER (ENV)

22363

AIRPORT DIAGRAM

AL-6471 (FAA)

WINNEMUCCA MUNI (WMC)
WINNEMUCCA, NEVADA

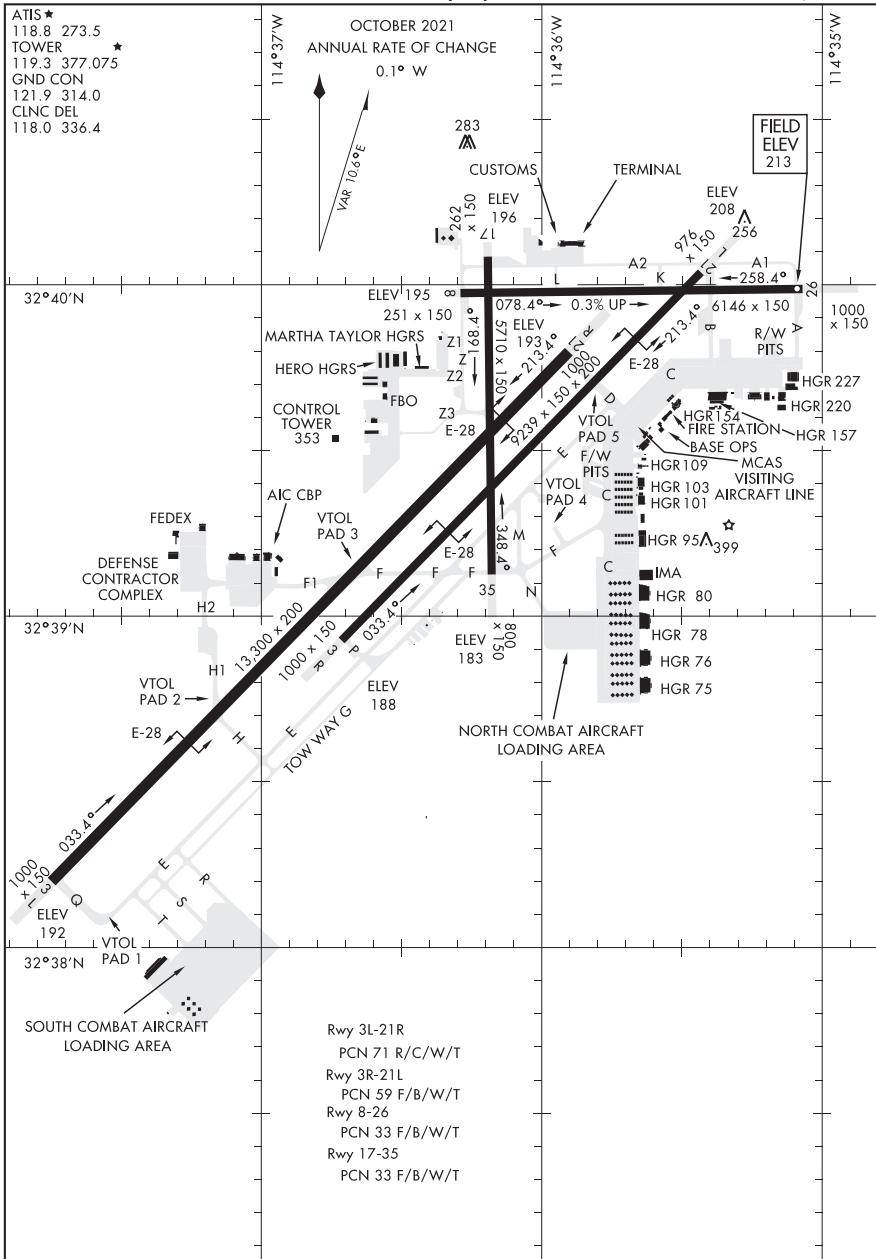
AIRPORT DIAGRAM

22363

WINNEMUCCA, NEVADA
WINNEMUCCA MUNI (WMC)

21280

AIRPORT DIAGRAM



AIRPORT DIAGRAM

YUMA, ARIZONA
YUMA MCAS/YUMA INTL (KNYL)

Submitting Pilot Weather Reports (PIREPs)

1. UA - Routine PIREP / UUA - Urgent PIREP

2. /OV - Location: Use Airport or NAVAID identifiers only.

- Location can be reported as a single fix, radial DME, or a route segment (Fix- Fix)
Examples: /OV LAX, /OV LAX-SLI120005, /OV PDZ-PSP.

3. /TM - Time: When conditions occurred or were encountered.

- Use 4 digits in UTC.

Examples: /TM 1645, /TM 0915

4. /FL - Altitude/Flight Level

- Use 3 digits for hundreds of feet. If not known, use UNKN.

Examples: /FL095, /FL310, /FLUNKN

5. /TP - Type aircraft: Required if reporting Turbulence or Icing

- No more than 4 characters, use UNKN if the type is not known.

Examples: /TP P28A, /TP RV8, /TP B738, /TP UNKN

6. /SK – Sky Condition/Cloud layers:

- Report cloud coverage using contractions: FEW, SCT, BKN, OVC, SKC
- Report bases in hundreds of feet: BKN005, SCT015, OVC200
- If bases are unknown, use UNKN
- Report cloud tops in hundreds of feet: TOP120

Examples: /SK BKN035, /SK SCT UNKN-TOP125, /SK OVC095-TOP125/ SKC

7. /WX - Weather: Flight visibility is always reported first. Append FV reported with SM.

- Report visibility using 2 digits: FV01SM, FV10SM
- Unrestricted visibility use FV99SM.
- Use standard weather contractions e.g.: RA, SH, TS, HZ, FG, -, +

Examples: /WX FV01SM +SHRA, /WX FV10 SM -RA BR.

8. /TA - Air temperature (Celsius): Required when reporting icing

- 2 digits, unless below zero, then prefix digits with M.

Examples: /TA 15, /TA 04 /TA M06

9. /WV - Wind: Direction in 3 digits, speed in 3 or 4 digits, followed by KT.

Examples: /WV 270045KT, /WV 080110KT

10. /TB - Turbulence:

- Report intensity using LGT, MOD, SEV, or EXTRM
- Report duration using INTMT, OCNL or CONS when reported by pilot.
- Report type using CAT or CHOP when reported by pilot.
- Include altitude only if different from /FL.
- Use ABV or BLO when limits are not defined.
- Use NEG if turbulence is not encountered.

Examples: /TB OCNL MOD, /TB LGT CHOP, /LGT 060, /TB MOD BLO 090, /TB NEG

11. /IC - Icing:

- Report intensity using TRACE, LGT, MOD or SEV
- Report type using RIME, CLR, or MX
- Include altitude only if different than /FL.
- Use NEG if icing not encountered.

Examples: /IC LGT-MOD RIME, /IC SEV CLR 028-045, /IC NEG

12. /RM - Remarks: Use to report phenomena that does not fit in any other field.

- Report the most hazardous element first.

- Name of geographic location from /OV field fix.

Examples: /RM LLWS +/-15KT SFC-003 DURC RWY22 JFK

/RM MTN WAVE, /RM DURC, /RM DURD, /RM MULLAN PASS

/RM BA RWY 02L BA MEDIUM TO POOR 3IN DRY SN OVER COMPACTED

SN

Examples of Completed PIREPS

UA /OV RFD /TM 1315 /FL160 /TP PA44 /SK OVC025-TOP095/OVC150 /TA M12 /TB INTMT LGT CHOP

UA /OV DHT360015-AMA /TM 2116 /FL050 /TP PA32 /SK BKN090 /WX FV05SM -RA /TA 04 /TB LGT /IC NEG

UUA /OV PDZ010018 /TM 1520 /FL125 /TP C172 /WV 270048KT TB SEV 055-085 /RM CAJON PASS

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PIREP FORM

3 or 4 letter Identifier

1. **UA** **UUA**

Routine Urgent

2. /OV	Location
3. /TM	Time
4. /FL	Altitude/Flight Level
5. /TP	Aircraft Type
Items 1 through 5 are mandatory for all PIREPs	
6. /SK	Sky Condition
7. /WX	Flight Visibility & Weather
8. /TA	Temperature (Celsius)
9. /WV	Wind
10. /TB	Turbulence
11. /IC	Icing
12. /RM	Remarks

FAA Form 7110-2 (9/19) Supersedes Previous Edition